The Commercial Car Journal

VOLUME XXIX PHILADELPHIA, JULY 15, 1925 NUMBER 5

"Fighting the White Menace"

By ALBERT G. METZ

WHEN the average small boy sees the first snow flakes next winter he will jump with joy. He will rummage around the attic for his sled, because to him the words of the poem "Snow, Beautiful Snow," means something. It means a good time. In the mountains the skier makes ready for the popular sport. Others are affected differently. The motorist wonders whether he will be able to navigate all winter without chains. The accessory man dolls up his show window with anti-skid chains, heaters, anti-freezing mixtures, radiator covers and so forth. The cab manufacturers get telegraphic orders to rush more cabs. Winter has come at last and many businesses take on a new lease of life. To some it means pleasure and more business—to others it means hard work and loss of money, unless—that snow is removed promptly.

When the country's large metropolitan centers lose millions of dollars as a result of one snow storm because business is paralyzed, then snow can not be considered a thing of beauty. It becomes a down-right menace to the community.

But the loss of business does not stop with the large centers. It is just as imperative to the small hamlet to keep its roads open as it is for the large city to clean its streets. It's everybody's problem down to the individual householder. With the latter it necessitates a little physical exercise. But even though he may get his front pavement cleaned, if the highway which passes his door is blocked then he may suffer. He may find it difficult to secure food and fuel. On the other hand, supposing the coal bin and the family larder are filled, he still faces a hazzard from the snow blocked highway and that's fire. That incidentally is one of the greatest dangers that metropolitan communities have to recognize. All the fire apparatus in the city isn't worth a nickel if the roads are blocked with snow.

And so, if one gives this snow problem serious consideration it will be realized that snow removal demands the attention of every one connected with the proper functioning of our highway traffic. The snow removal problem affects the farmer, the city merchant, the automotive industry, the railroads and every taxpayer in the country. It is true that the common carriers, the railroads and electric lines operating in the snow belt have been handling this problem for years and are well organized. With them the problem is solved by employing sufficient machinery to keep their tracks open.

But on the highways the situation is quite different. Here advance organization is of greatest importance. Of course, with the thermometer playing around the upper end of the tube, the average individual is inclinded to pass out of his mind at this time any thoughts regarding the problem of removing snow next winter. That, however, is why this article is written, namely to encourage preparedness on the part of those who should be intimately concerned about this problem.

Not only does the failure to remove snow promptly produce a loss of business but the highway itself is ruined if snow is permitted to remain on the roads and then worn into ruts. These ruts will be the first to thaw out in spots in consequcnce of which the constant hammering of anti-skid devices on the unprotected places will break up the road surface. City streets are mostly affected in this respect.

Cleaning snow from the city streets is essentially an emergency proposition and snow cannot be allowed to accumulate even for a few hours. In the big city the problem naturally resolves itself into a question of keeping the streets open by plowing or sweeping the snow to one side. But simply plowing the snow is not the main job. Its getting rid of the snow that counts. For this purpose the motor truck with dump body or combinations of truck and trailer are generally employed, the loading being done by manual labor. In some cities portable loading devices are used to load the snow onto the truck. The snow is then dumped into the city's sewers or directly into the river.

Cutting Through Drifts Like This One Calls for the Tractor and Heavy Duty V-Type Plow

In the emergency fight against snow which begins directly the snow

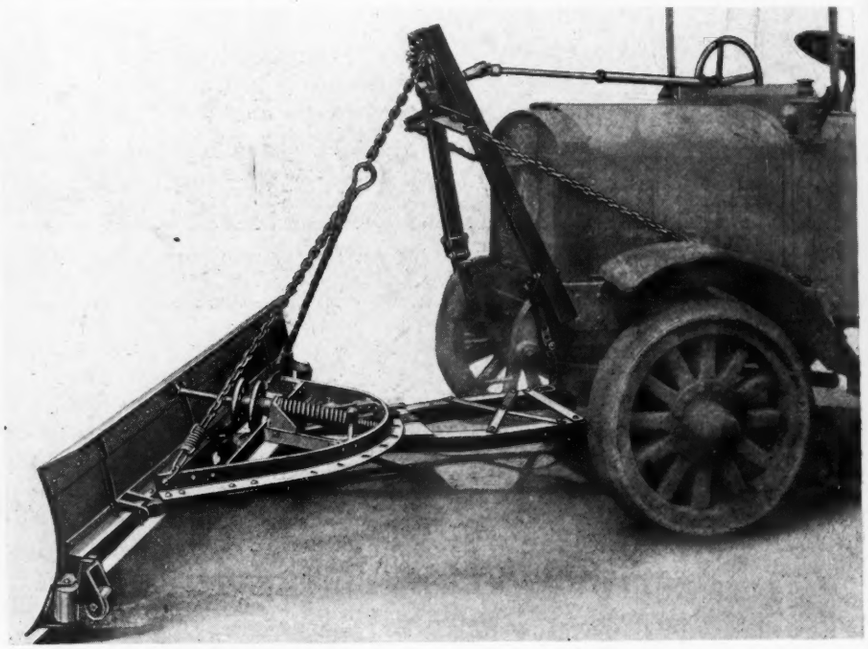
begins to fall, it is not the removal of the snow which should be sought first, but rather the plowing of the snow to keep traffic moving.

In some cases an attempt is made to completely remove the snow as soon as it falls on the more important streets. During this work the side streets are neglected, with the result that once off the main arteries, vehicles became stalled and business houses on the side streets were subjected to great delays in the delivery and shipment of their goods. A snow removal plan must take care of the side streets as well as the main business streets.

Machines instead of manual labor should be employed to the greatest possible extent. Hand shoveling should be eliminated wherever practicable. Motorized plows, mechanical loaders, steam shovels and other forms of contractors' equipment should be employed to the greatest possible extent.

Removing snow in city streets requires men to be selected, assigned to their posts and fully instructed in advance, and the snow fighting equipment must be efficient, strategically distributed and in sufficient numbers.

The personnel should include the following groups of men: The Street Cleaning Department force, the Fire Department force, the Police force and the employees of the various surface railways. All these men can be and should be assigned to posts and fully instructed in advance. Perhaps, all the men of these forces will not be available, but as the actual cost to the city, aside from the question of fire risk and damage to pavements, is so enormous, if the streets are not cleared, it is best to put every available man on the job, even at the risk of weakening the other departments temporarily. If snow fighting were considered as serious as fighting forest fires, preparedness would be given more consideration.

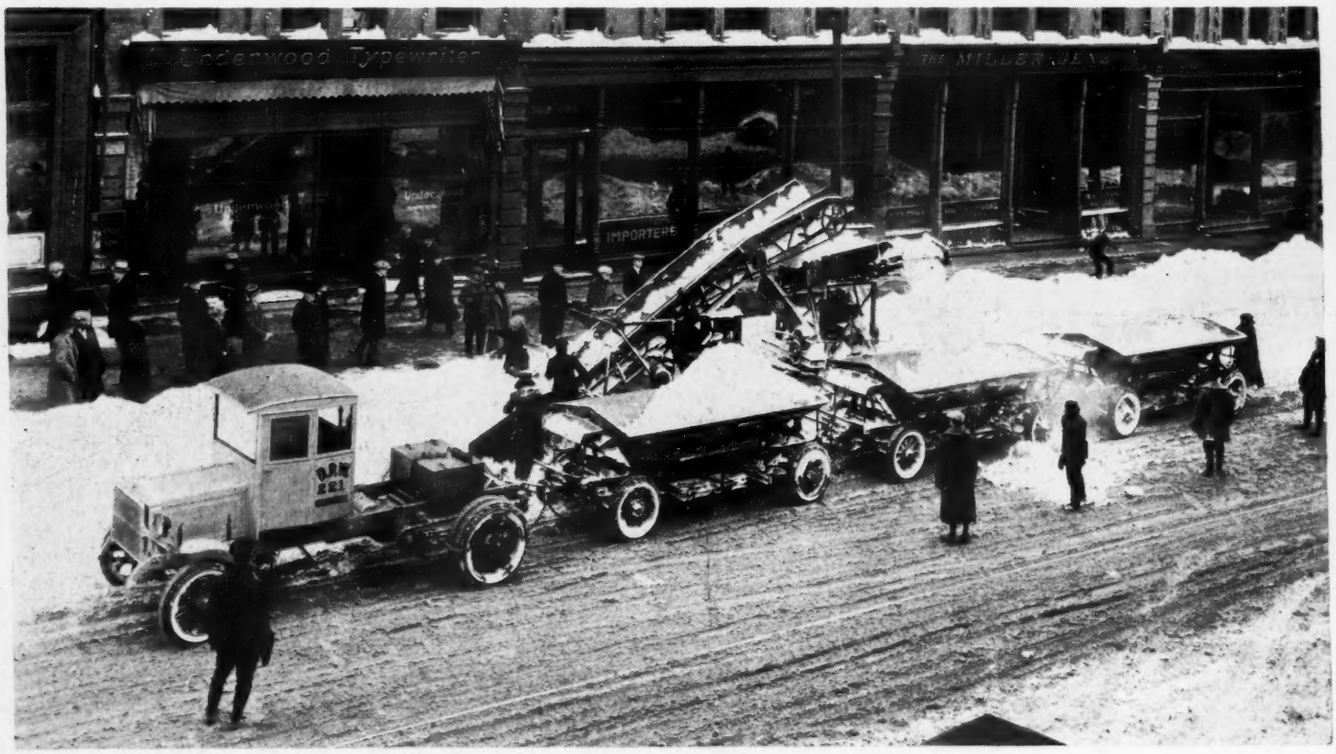


Champion Blade Plow as Attached to Motor Trucks and Tractors

The Mechanical Equipment

In addition to the labor required the city must be prepared to equip its forces with the necessary equipment. The most essential equipment is the snow plow. These may be push plows attached to truck or tractors; street railway plows attached to trolley cars, or pull plows drawn by trucks or tractors.

The plows open the road and it is important that the snow be plowed first on as many streets as possible. In the case of a heavy snow fall it may be best to make no attempt to clear away the snow altogether until the storm is over. For if time is wasted clearing away the snow entirely on some streets other streets may



Using a Portable Loader With Motor Trucks and Trailers in Milwaukee to Remove the Snow
The loader was fitted with a motor-driven attachment to permit the side dumping of the elevated mass directly into the trailers.

The Snow King Rotary Plow Attached to a Motor Truck
The truck engine power is used to drive the rotors as well as propell the outfit.

become blocked and impassable with snow, because the snow-fighting forces are limited.

During a heavy storm it may be better for industry if lanes 16 to 20 ft. wide are made through as many streets as possible, and keeping them clear rather than attempting to entirely clear even the main streets.

In some cities trucks and tractors are hired for the work. In other cases this has proved uncertain and unsatisfactory. In cities subject to heavy falls of snow it will usually prove best, therefore, for the city to buy a certain number of trucks and tractors, which will be always available for plowing snow, while in the summer they can be used for hauling and carting refuse, construction work, road maintenance, etc.

Other devices which may be added to the snow removal equipment are machines for picking up the snow and loading it into wagons, flushing machines for flushing the streets and carrying the snow into the sewers, when the temperature is above freezing, and the addition of a few light trucks and heavy trucks equipped with cranes, to act respectively as supply trucks and wrecking trucks in cases of breakdowns.

Further Preparations

It is very important that the equipment should be distributed at various points throughout the city so that it can be into action immediately.

Naturally, if the equipment are all garaged at a single point, even a central one, considerable time will invariably be wasted, first, in collecting the men at this point; second, in the confusion and congestion of getting the plows fitted to the trucks and tractors and getting the vehicles out of the garage, and, third, in the runs from the garage to the different points at which the various vehicles are to come into action.

New York City authorities have realized that spending money on equipment means saving a lot more money later on. The equipment used is as follows:

New York City operates 600 motor driven plows propelled by motor trucks, flushing machines and caterpillar tractors. The plows are of the push type.

Approximately 1500 trucks are used for the removal of snow within each of the thirty districts of Manhattan Island and Brooklyn. Each of these districts has its own garage and organization.

It is estimated that there will be about 470 plows in use this year as against 420 last year. Last year the city spent $5,000,000 on snow removal.

The city has 1200 miles of 60 ft. streets on which plows are used.

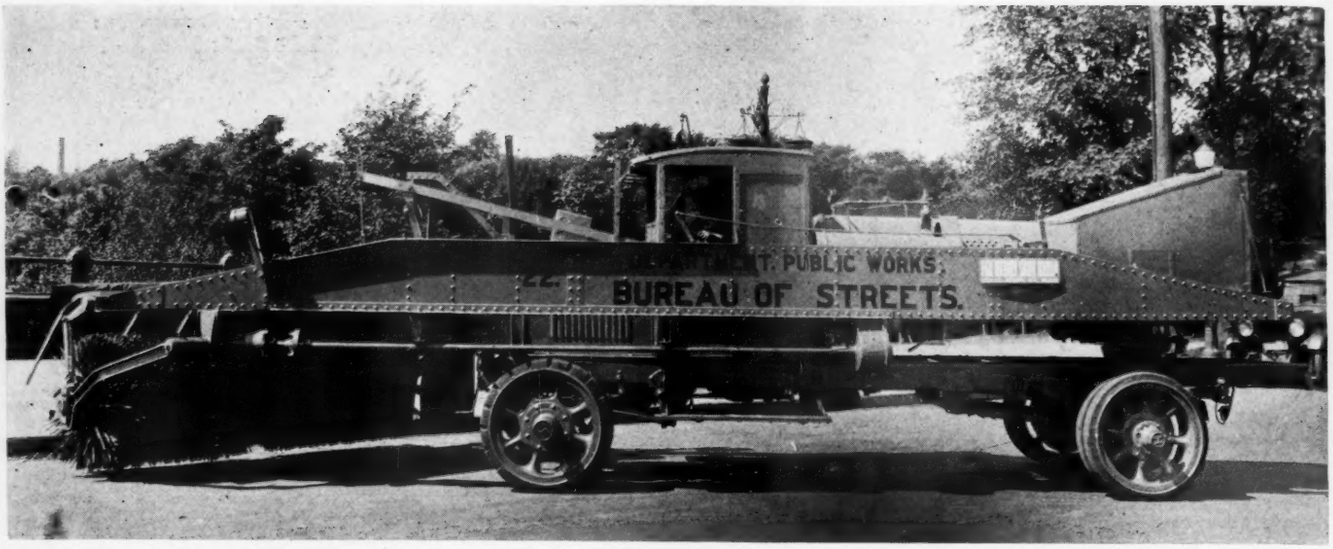
Preparations for snow removal makes it possible to be ready for this work by November 15th.

Contracts are given to outside truck owners for the removal of this snow. Of course the departments who own ash removal trucks are put into use for this work as well.

Contractors gets 46 cents a cubic yard.

Twelve sweepers are operated and only

Warren County, New Jersey, Utilized Two 4½-Ton Trucks and Two 10-ft. Snow Plows on 75 Miles of the Counties Roads Last Winter. In the Summer the Trucks Are Used for Road Building and Maintenance



The Fox Rotary Snow Broom

This broom can be attached to any standard motor truck of from three to five-ton capacity. In winter the brooms are used for sweeping snow and in the open season for dirt and refuse. A sprinkling device is furnished with the outfit.

over the bridges. The tractors are Holt and Cletrack.

Single Blade Push Plows

The push plow in most general use for city snow removal work has a single straight blade, varying from about 6 to about 10 ft. in length. It is attached to the front axle of a truck or a tractor and is suspended by chains from two steel beams the feet of which rest on the front of the frame or an extension of the frame. It is raised and lowered by a hand wheel operated from the driver's cab through an extension handle.

Some of the advantages of this type of plow are: First, it can, in emergencies, be operated by one man who drives the truck at the same time; second, together with the truck it offers a shorter maneuvering length than the pull plow; and third, it is less expensive than the pull plow.

Opening the Country Highways

When country highroads and byroads become snow bound, the first result is a general slowing up of business in that locality. Some towns and small cities may even suffer severe hardships through lack of transportation facilities for foodstuffs.

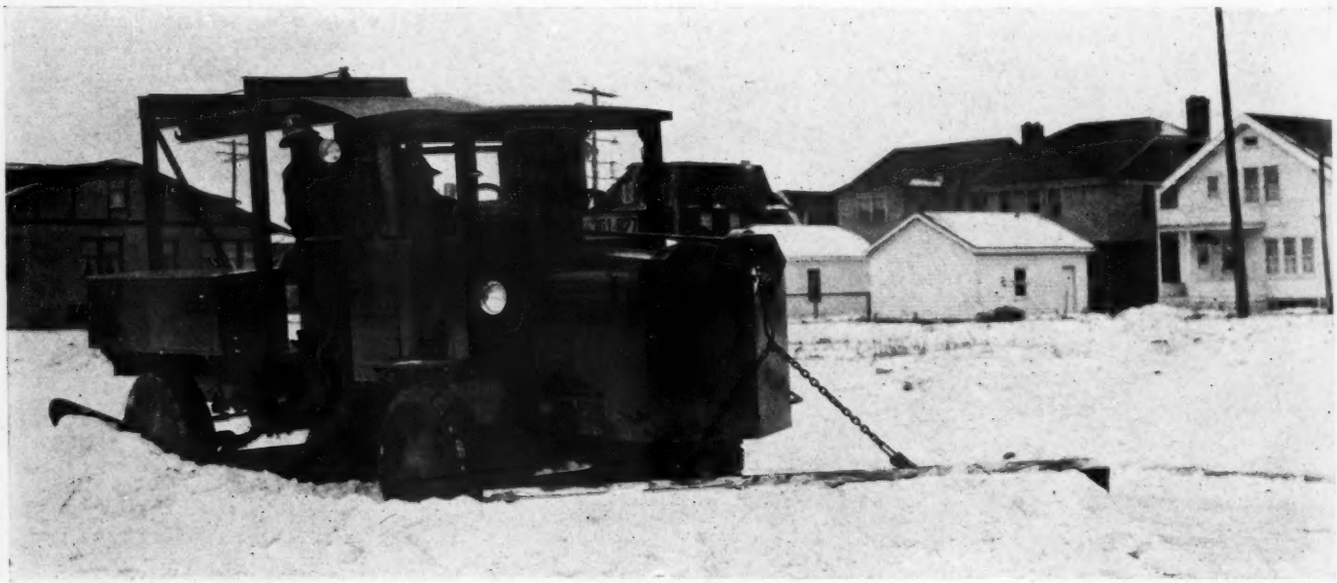
In some instances farmers have been forced to feed high-priced corn to hogs and cattle that were ready for market. They were compelled to hold corn, oats and what until the price declined from 12 to 20 cents a bushel. In the meantime, the cities were paying exorbitant prices for foodstuffs.

Generally speaking for clearing country roads, the most effective piece of equipment is the ordinary plow or road scraper. Other equipment necessary should include trucks, tractors, hand plows and in certain localities wing plows.

Where Responsibility Lies

The logical responsibility for clearing the snow from our main State and trunk highways should rest with the State Highway Commission, Department of Maintenance and Repair, in each State. Clearing the snow from a road is really a maintenance problem. And what is more important, the State highway authorities already have the organization which may be expanded to readily cope with the snow. Of course, it must be supplied with plows and proper equipment for snow removal, not only sufficient for its own staff, but also to supply plows to private truck owners willing to co-operate in the work for their own sakes. It must be supplied with sufficient money appropriations to make this possible.

(Continued on page 59)



The Walter Snow Plow Tractor

This is a specially designed and constructed four wheel drive machine fitted with a front push plow and special center scraper plow.

More Rolled Steel Truck Wheels Every Day!

Bethlehem Rolled Steel Truck Wheels are being used more extensively every day. The increasing demand for this type of wheel is due to the continued satisfaction it is giving to users. It has more than proven every feature recommended for it.

Bethlehem Wheels are rolled and cut from special I-beams. In the event of damage, these wheels can in most cases be reconditioned and put back into service whereas wheels of other materials would be destroyed.

Besides being a one-piece, all-steel, serviceable wheel, tests of the U. S. Bureau of Standards have proven it to be "the strongest and most resilient metal wheel tested."

WE manufacture and carry in stock Bethlehem Rolled Steel Truck Wheels for 2, 2½, 3½, 5 and 7 ton trucks, made for Timken axles and using solid tires. These have the hubs of front and rear wheels equipped with Timken bearing cups. Rear wheels are assembled with Timken brake drums, and front wheels are furnished with hub caps. Wheels are shipped ready to receive tires and be installed on the truck.

Any other hub cores and brake drums can be made to truck makers' specification and assembled with the wheel when desired.

—the Wheel's at the Bottom of it!

BETHLEHEM STEEL COMPANY, *General Offices:* BETHLEHEM, PA.

District Offices in the Following Cities:

New York Boston Philadelphia Baltimore Washington Atlanta Buffalo Pittsburgh
Cincinnati Cleveland Detroit Chicago St. Louis San Francisco

BETHLEHEM

Is Somebody Spreading the

APPLESAUCE?

Don't Let Them Get Away With It. Find Out for Yourself if What You Hear is the Truth. Lots of People Are in the Habit of Using the English Language Rather Carelessly. They Mean Well But They Have the Wrong Dope

By ALBERT G. METZ

GOSSIP may be permitted with reservations at the afternoon teas of the Ladies' Leisure Club. Notice we said with reservations, meaning thereby that if Mrs. Busybody keeps her nose out of the recent affair of Mrs. DeVorse, everything will be kayo. But, if Mrs. B. believes she is doing the world a favor by airing a lot of low-down stuff about Mrs. DeV. which actually is nothing more than the warped imagination of a jazz-worn brain then that gossip takes on a vicious form which not only causes Mrs. DeV. lots of unnecessary trouble but it may lead to the entire disruption of the Ladies' Club. And why spoil a perfectly respectable institution.

We can forgive the ladies —but when an astute bunch of supposedly high-grade intelligent business men get together at the daily lunch table, at the club or in the business office of a customer and pan the stuffings out of some individual or some other organization in the same business as their own then just how much damage is being done by what is commonly known as "gossip" is difficult to estimate.

Another Reputation Gone to ——

It's really amusing how some men swallow hook, line and sinker. If some one tells them that the Humpty-Umpty Truck Corporation is going into production this year on 5,000 units, although they were only organized last week, they will believe it. If they hear a rumor that the Universal Motors Company is going to combine with the Shimmy Car Co., they rush out and try to buy stock immediately. They are ready to believe almost anything someone tells them, whether its idle gossip or the truth.

But the most annoying thing about all of this, is the fact that they do so little thinking for themselves that they pass around all kinds of stories they have heard about a competitor, in consequence of which not only the competitor suffers but they do themselves. Only they don't know it until later.

It's the easiest thing in the world for some business men to get into the habit of slamming their competitors, without any honest-to-goodness reason for doing so. It becomes a habit with them.

Any business is not without its problems. Perhaps the dealer has lost a deal the day before, because some competitor pulled the rough stuff, in consequence of which his whole day is spoiled. His mental reaction may be such that to him the motor truck business is all shot to the bow-wows that day. It's a rotten business. His salesmen soon get the drift and they start the day feeling just about like the boss. And, if you follow some of the salesmen around you will see how this thing spreads, just how this idle gossip slows down business.

The salesman begins the day with the thought that the motor truck business "ain't what it used to be." He meets a competitor salesman. Number one, gives number two the usual line about the truck business. Now, if number two happens to have his fur rubbed the wrong way during the past few days, then we have two individuals of the same mind.

Number two then opens up the big gun.

"By the way, did you hear about the deal So-and-So put through last week.....Say, those fellows are the worst cut-throats on the street.....Just imagine, they allowed $1,500 for that piece of cheese, when you know its only worth about $200 at the most. You know that Blank truck isn't worth the room it takes up. Why, I wouldn't sell that bunch of cast iron if you gave me 50 per cent commission. No sir, not me——"

And so the conversation goes. Salesman No. 2 relates some of the gossip he has absorbed in the past few weeks, with the final result that the mental attitude of those two men, when they finally part, is about 20% in favor the truck business. Small wonder that some dealers are not getting along so well selling trucks when they are letting a lot of idle gossip upset them mentally.

NEITHER is this gossip confined to the retail end exclusively. It's just as bad among factory officials. There's where some of the big rumors come from. Perhaps the piece de resistance among some truck factory executives, coming under the category of gossip is the statement that, "there are no truck dealers."

Incidentally this particular statement is served in about 58 varieties, a few of which are as follows:

"We can't get dealers—(That's a popular one)

"There are no dealers in——," (Name any city you please)

"Passenger car dealers are not interested in trucks."

"We tried to get dealers but——"

"Dealers want too much commission."

And so forth.

* * * * * *

Who sold the biggest percentage of the trucks produced last year?

Dealers!

Who is selling the biggest percentage of the trucks produced this year?

Dealers!

And when you get right down to figures you will find by actual count, that there were a total of 24,157 dealers, as of March 1925, on the Chilton Class Journal Company list handling both passenger cars and trucks including Fords.

The man who says that there are no "truck dealers," ought not be in the truck industry. What he means to say is that he has found it impossible to go to any representative city and spend about two days at a hotel and during the interim line up the best dealer in town by offering him a larger discount.

Those days are over.

THERE are too many live, wide-awake truck manufacturers on the job today who are constantly keeping their names and product before the trade so that the dealer will **seek them.**

Manufacturers who have a well-designed product, conscientiously built, accompanied by a square deal policy, have no trouble securing dealers.

No dealer wants to handle a proposition that is accompanied by a lot of "gossip" instead of a real cooperation.

The manufacturer who thinks that all he has to do is jump the rattler for such and such a place with the expectations that the best dealers in town will be ready to greet him at the railroad station platform, is kidding himself.

To such a manufacturer there are no truck dealers. All such a manufacturer can expect to derive from his trip is a lot of smoking car "gossip."

What the dealer is looking for is a **business proposition.**

He wants to sell a truck that is priced right and to be sold at that price.

He wants a truck that is built right.

He wants a truck that is attractive to the purchaser.

He wants to connect with a factory that is advertising its proposition constantly.

He wants a truck that is accessible so that service doesn't become a nightmare.

He wants to connect with an organization that is growing and with a definite objective in view.

He doesn't want to become a dumping ground for production mistakes. He wants real factory cooperation.

Gas-Electric Buses and Brake Sessions Feature Subjects at S.A.E. Meeting

Numerous Demonstrations and Lantern Slides Accompany Papers at White Sulphur Meeting. Safety Problems and Noise Elimination Discussed

THE papers presented at the Summer Meeting of the S. A. E. at White Sulphur were of a varied character, in most instances however dealing with the passenger car phase of the subject rather than in direct relationship to the motor truck. The subject of noise elimination for instance, while concerning the motor bus operator, does not interest the average motor truck manufacturer. Personally we would like to see a good quantity of noise elimination liquid, if there were such a thing, injected into the chassis and bodies of some of the motor trucks that rumble past our windows. We hope that day may not be a long ways off, and we are sure that engineering brains will make that possible.

The sessions embodying gas-electric buses and brake design were exceptionally well attended, proving that these subjects are of paramount interest these days.

H. S. Baldwin of the General Electric Co. and Chas. O. Guernsey, chief engineer, Automotive Car Division of the J. G. Brill Co., were the principle speakers while Col. G. A. Green, vice-president of the Yellow Coach Mfg. Co., presided.

Mr. Guernsey reviewed the fundamental requirements of railcar design and described in detail with the aid of slides the construction of the latest gasoline railcar brought out by his company. He laid particular emphasis upon the reliability demanded upon such equipment. In view of the fact that such cars may be called upon to operate as much as 100,000 miles per year, power plant equipment must be very durable. Accessibility cannot be neglected but must be perfected to the highest degree so that minor repairs can be made during layover periods.

Reviews Electric Drive History

MR. BALDWIN, who is a pioneer in the building of electric drive buses, gave a twenty year review of the development of electric drive for motor buses. He described the various types of buses used in large cities, ending with a detailed description of the electric system as designed for the double deck buses now used by the Philadelphia Transit Company. Mr. Baldwin pointed out that the advantages of the electric drive for city buses was not so noticeable in respect to fuel saving, increase acceleration or wear and tear on the engine, but rather in the increased comfort afforded the public because of the freedom from jolting and shock resulting from rapid acceleration.

Since the first experimental electric drive bus was placed in operation in Philadelphia about eleven months ago, most every motor bus manufacturers has become interested in the electric drive and many manufacturers are doing experimental work. An extended service report has been made of the first bus, gas-electric bus in Philadelphia, No. 102, which was operated side by side with bus No. 103 which is identical to bus No. 102, with the exception that it is fitted with straight mechanical drive.

Acceleration Tested

THE standard P. R. T. chassis complete with 64 passenger double-deck body weighed 15,036 lbs., while bus No. 102, which was identical except for the substitution of the electric drive, weighed 16,760 lbs., an increase of 1724 lbs. The engines of these buses were found, by dynamometer test, to be identical in output.

Sixteen acceleration tests were run by buses 102 and 103, side by side, over the same course and under the same conditions, the more skilful driver operating the mechanical drive bus. This showed that bus 102 led bus 103 nine times by one-quarter to one-half a bus length. On four runs the two machines showed equal acceleration, and on three runs the mechanical bus led slightly.

A service test was made over a regular course of 4.2 miles, each bus operating under the same conditions, with the following results: All stops were of 10 seconds' duration.

Number of Stops	Mechanical Drive	Electric Drive
13	15 min. 29 sec.	14 min. 28 sec.
19	17 min. 48 sec.	16 min. 46 sec.
38	25 min. 31 sec.	23 min. 43 sec.

Fuel tests were then run which indicated a mileage for bus 102 of 4.7 miles per gallon against 3.9 miles per gallon of the mechanical bus, the latter being an average based upon several months' operation.

Bus 102 has now been in service for a period of 11 months, part of the time on a regular schedule of 190 miles per day, and on this basis the records indicate that the fuel consumption is about four miles per gallon in each case.

Comparative engine revolution tests were made over the route, 4.2 miles on a 12 stop schedule, a counter being attached to each crankshaft. This showed 19,906 engine revolutions for the mechanical drive and 17,201 for the electrical, with a difference of 2705 revolutions in favor of the electrical. The same test was repeated with 36 stops, the engine revolutions being 25,664 and 21,240 with a difference of 4424 revolutions in favor of electric drive.

Road vehicles with electric drive built prior to 1924 were not equal to similar vehicles equipped with mechanical drive in respect to acceleration, speed on grades and fuel economy. They did, however, possess freedom from shock in starting and stopping, simplicity of control and durability of electrical equipment. The engines of the electric drive Fifth Avenue buses could be run for a much longer period, without overhauling, than could engines of the same type in buses equipped with mechanical drive.

Mr. Baldwin said the electric drive system which was the subject of his paper not only retained all of the good features of the early electric drives, but, at the same time, presented a number of advantages which were particularly important when considered in connection with the modern transportation demands and increasing traffic congestion.

Better for City Traffic

THE principal criticisms of the electric drive are the increases in weight and cost, together with a lower overall efficiency of transmission on direct drive. While these disadvantages exist and, in the abstract, appear to be important factors, they are outweighed by other considerations which have already been demonstrated.

Experience has shown that in city traffic, under a heavy schedule, it is not so much a question of efficiency on free running as efficiency in starting and acceleration. Here the electric has the advantage even with a somewhat greater weight. In Philadelphia it was found that the electric drive bus with its smooth and continuous acceleration can cover the route in 20 per cent less time. This is inherent and automatic, and is independent of the will of the driver, who simply opens the throttle wide by depressing the accelerator. Skill and experience are important factors in operating a clutch and change gears.

Tests so far indicate, that in the matter of fuel consumption, there is little difference in bus miles per gallon. The limited engine speed common to the electric drive should, in the long run, show a lower gasoline and lubricating oil consumption. There is every reason to believe that cost of maintenance will be considerably less.

Come On *Around!*

COME right on around! *Pass him!* The gravel is loose, and deep and yielding .... but, what's the difference when your car is equipped with the Ross Cam and Lever Steering Gear? She handles with ease .... and *stays* put. You drive with assurance, safety and little effort. On any road .... in any emergency, Ross supplies new and imperative steering advantages!

ROSS GEAR AND TOOL COMPANY, *760 Heath Street,* Lafayette, Indiana

ROSS

CAM *and* LEVER STEERING GEARS

EASIER STEERING LESS ROAD SHOCK

Another advantage of the electric drive is the absence of clutch and gear shifting, which momentarily distract the attention of the driver when running in heavy traffic. It is not necessary to use the electric control lever under normal conditions, and other things being equal, a single throttle control has great advantages from the standpoint of safety of operation.

The objection of higher cost, which is sometimes raised, is more than offset by the ability of the electric drive bus to cover a given schedule more quickly than can be done with the mechanical drive bus when operated by an average driver.

The Brake Session

THE brake session undoubtedly attracted the most interest of all, because this is a subject of universal interest. With the more rapid acceleration demanded because of increased traffic congestion, with higher speeds demanded in bus operation and because of constant increase in the number of vehicles on the highways this subject will always prove of deep interest.

At this session three papers were presented. The one by Otto M. Burkhardt of the S. A. E. Research Department, was a highly technical paper devoted to an analysis of the distribution of pressure between the brake shoes and the drum. Mr. Burkhardt explained why irregular distribution of pressure is responsible for such conditions as squeaking, grabbing and chattering. He contends that the wear on the brake lining is not due to pressure as generally thought, as the brake lining may wear more rapidly at the middle of the shoe although the pressures may be much greater at the ends.

J. R. Cautley and A. Y. Dodge, in their paper, discussed the development of the modern four-wheel mechanical braking system and pointed out that braking problems have only been given proper attention by American engineers during the past two years. This paper described the principles of design and construction of the three-shoe brake and showed why the design of this brake simplifies the manufacturing and service problem. All the small parts used in the 12, 14 and 16 in. brakes are designed for the 16 in. size, as the variations in these units would be small. All brakes of a given diameter are identical and two of the shoes out of the three shoes required are also the same. The same is true of the control mechanism; the only variables for any size of brake being the lengths of the control shafts and the control levers. The ideal brake hook-up described by Mr. Cautley eliminates the use of equalizers on a four-wheel brake system and because of the three shoe brake maximum simplicity and effectiveness are realized.

Hydraulic Brakes Reviewed

HYDRAULIC brakes were discussed by H. E. Maynard who pointed out that the hydraulic system produced perfect equalization of pressures. He reviewed the earlier difficulties that were encountered in the development of the hydraulic system and the steps taken to overcome them.

In the discussion which followed the brake session, aluminum shoes and drums were stated as having greater rigidity in giving better heat-dissipation than steel or iron, as the co-efficient of friction of aluminum is greater than that of steel. It was shown that the lining had much to do with squeaking even though the drums and shoes are rigid.

A taxicab representative stated that brake lining manufacturers seems to be building their product down to a price rather than up to a standard. Asked why he did not use four-wheel brakes, he replied that he had tried all types and had failed to find any that were satisfactory.

The suggestion was made that the bicycle coaster brake might be amplified for automotive work. This brake consists of a low carbon case-hardened drum and three oil-hardened high carbon shoes of small diameter. It was pointed out that this type of brake would not be applicable to automotive work as the temperature would no doubt rise to a degree that would draw the temper. Metal brake shoes were also discussed, but because of a lower coefficient of friction of metal as against fabric the metal shoes are less desirable. One member, however, believes that a future existed for a metal brake with a carbon steel drum.

Steam Cooling Discussed

STEAM cooling apparatus was demonstrated by President H. L. Horning, who exhibited a hopper cooled four-cylinder engine, while a model demonstration of the Rushmore steam cooling system was given by A. G. Herreshoff, in connection with A. Ludlow Clayden's paper on Cylinder and Engine Lubrication. Mr. Clayden described some recent experiments made by him on steam cooling in the laboratory of the Sun Oil Company, resulting in a problem which had not yet been clarified by these tests. The tests were made on an Autocar engine equipped with a modified Rushmore steam cooling system. A water tank was substituted for the radiator and no effort was made to heat the crankcase oil. Test runs of 10 hours duration and two-thirds loads were made with normal spark advance and a fuel consumption of approximately 0.7 lbs. per h. p. hr. and with low consumption.

When operating under water-cooled conditions with controlled jacket temperatures crankcase dilution for the 10 hr. period varied from 5 per cent at 110 deg. jacket temperature to approximately 3 per cent at 200 deg. Fahr. mean jacket temperature. However, with steam cooling at 212 deg. the precipitation or dilution showed a marked drop under that at 200 deg. for water cooling, the figure being 2¼ per cent, which declined to 1¾ per cent at 230 deg. mean jacket temperature. No satisfactory solution of this marked difference in dilution rates has been advanced.

In some general comments on the fuel and lubrication questions Mr. Clayden stated that in his opinion the dirt and dilution influences have been overestimated and are less than the wear caused by poor lubricating films while starting. In starting cold, the bearing surfaces of the engine are practically dry and the rubbing effect of this process over 25,000 miles of service is very appreciable. Precipitation of water in the crankcase is negligible at mean jacket temperatures above 110 deg., as this is the dewpoint of water.

The transmission session included a presentation by P. M. Heldt, engineering editor of Automotive Industries, of an analysis of unconventional types of transmissions. This paper described the construction and points of merits of various foreign design transmissions. Mr. Heldt pointed out that with the average American car running on improved roads more than 95 per cent of the driving is done on high gear because this gear is most quietly operated and gives high engine efficiency. He reviewed some of the earlier attempts in designing the infinitely variable gear and showed that thermal efficiency, fuel economy and other factors would be improved materially by their use. The consensus is, however, that engineers should put their efforts toward improving the present type in general use.

On Noise Reduction

AT this session the elimination of gear noises was also discussed and many suggestions offered as to how noise can be eliminated. Gear teeth shapes, accuracy in production, rigidity of shafts, viscosity oils, and so forth, all produce noises of certain pitch.

In summarizing it might be stated that high-class workmanship is undoubtedly a great essential in producing silent transmissions.

One of the films which proved highly interesting was that shown in connection with the lubrication session. It showed a glass bearing in which a steel shaft revolved. This bearing running at various speeds and loads showed how lubricating oil takes a spiral course and is forced out at the bearing ends, leaving the high pressure area at the top of the bearing dry at very low speed under load. This movie film demonstrated how the oil film under usual circumstances is broken at the start, permitting metal contact which is responsible for wear.

The highway safety session was featured by the address of Colonel A. B. Barber, Director of the National Conference of Street and Highway Safety. He outlined the past work of the Hoover Conference on Street and Highway Safety and said that the automotive engineer can aid in safety work in three ways, by automotive engineering through allied traffic engineering and traffic control and by assisting in a nation wide movement to promote improvement in the traffic situation.

Raise Insurance After Accident

A PLEA for more easily adjusted brakes was made by Alfred Reeves, because of the fact that many motorists make the excuse that hard adjustment of brakes, after hoving had an accident was responsible for their inability to control the car. He also advocated the raising of insurance rates after each accident and the refusal of insurance after the third accident.

Charles F. Kettering believes that highway safety would be promoted if all policemen wore uniforms and were compelled to stay out on the road where they could be seen, thereby curbing the temptations of the speeder and the reckless

(*Continued on page 54*)

Making Manufacturers' Advertising and Service Sell Trucks

The Experience of This Texas Dealer Proves That Many Sales Are Lost by Failure to Promptly Tie Up With National Copy

This Company Operates on a Profit Rather Than Volume Basis

By RUEL McDANIEL

"WELL," commented a lumber dealer, "you people are certainly on the job. Yesterday I received a letter from your factory, saying that you would call upon me; and here you are already. Didn't expect you for a week or so, anyway, and wondered if you would call at all. It happens that I'm interested in buying a new truck, and I'm glad you called. Have a seat."

The lumberman was speaking to Larkin B. Smith, manager of the Southern GMC Truck Company, which concern is owned and operated by the San Antonio (Texas) Buick Company. The instance is illustrative of Mr. Smith's method of tying up with manufacturers' advertising.

To any truck dealer who is interested in producing a fair volume of sales at a reasonable cost (and what dealer isn't?) Mr. Smith's methods of getting business are worthwhile.

When the San Antonio Buick Company took on a line of trucks in 1919 extensive preparations were made for handling the the line. A considerable force of men was employed and a large building was leased. Extensive local advertising was done. Those who were in business at that time well know what followed. The post-war slump.

Installs Economy Program

IN 1922 the truck department of the San Antonio Buick Company—the Southern GMC Truck Company—was re-organized on a strict economy basis, after the management debated among themselves for a time as to the advisability of continuing the truck department. Today, with the economy program still in strict force, the company is making a real profit out of truck sales. The month previous to the one in which material for this article was secured, the department sold about $23,000 worth of trucks. Besides, there was some repair business.

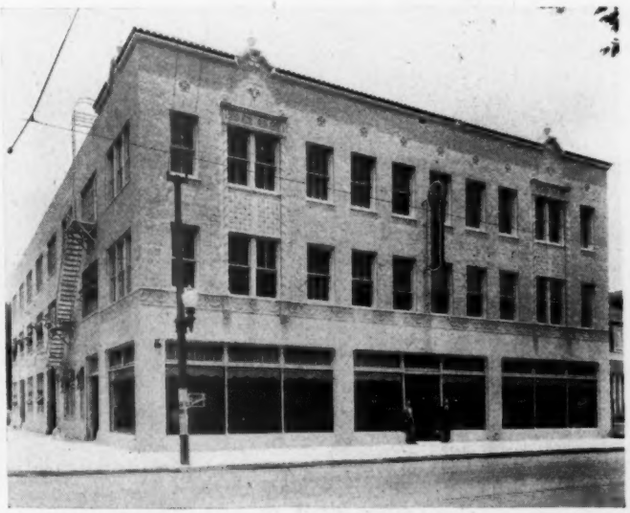
Typical Local Advertising Copied From a Broadside of the GMC Company

The company still advertises trucks locally, but space is used in accordance with the economy program. One of the most important things learned out of the new plan of operating for profit rather than volume is the concern's method of utilizing the manufacturer's business magazine advertising and direct-mail matter.

The factory supplies the company with a copy of every issue of a magazine in which G.M.C. truck advertisement appears. Mr. Smith does not file these periodicals away, unread, nor does he toss them into the gaping waste basket. They contain real sales ideas for him.

If he sees that the company is running a series of advertisements in, let us say, a magazine going to flour milling people, he notes this. Then if he does not already know how many millers there are in his territory who ought to be users of trucks, he finds out at once. With this series of advertisements running regularly to millers, it is reasonable to think that much of the barrier of approach is broken down thereby.

And this is not all the concern does in the way of co-operation with the manufacturer—in tie-up with national advertising. When the factory launches a pretentious campaign in any specified field, the San Antonio concern compiles a list of prospects in that field, and the factory then circularizes these prospects at the same time the magazine copy runs. The factory not only is willing to do this but urges dealers everywhere to send in lists. In fact, the majority of truck manufacturers are glad to co-operate in this way; but many dealers are missing some valuable advertising by their failure to warm up to the proposition.



The New Home of the Southern GMC Truck Company, of San Antonio, Tex.

Uses Makers' Style

THE Southern GMC Truck Co. management admits that the manufacturers of the trucks know more about advertising their particular vehicle than it does. Accordingly, in preparing local advertising, instead of trying to be too original in copy and layout, the concern follows the style used by the factory. Mr. Smith takes the attitude that is like trying to pull a canoe against a strong downward flow to try to use a different style and tone in local advertising that purports to tie up with national publicity. It is difficult enough to influence the public to keep a single style and type of advertising in mind, without trying to put over two distinct kinds.

Occasionally the company puts out a series of letters to truck owners in specific fields, to tie up with manufacturer direct-mail copy and magazine advertising; but these letters are so near the same style of material and carry as near the same tone as conveyed in the national advertising as possible. This adds strength to all advertising received by the prospect, for one piece reminds him of the others of a similar nature and serves to more strongly impress the vehicle upon his mind; and that is one of the major purposes of advertising.

Tying Up Poster With Board

PAINTED bulletin boards used by this San Antonio dealer are practically reproductions of a poster mailed out by the factory a comparatively short time ago. The poster was copied as nearly as practical, and those who received the poster are reminded of it again each time they see the board; and the outdoor advertising is just as impressive on the person who never saw the poster as though it were entirely original copy. Perhaps more so, for the board, as it is now, contains the familiar trade mark and slogans used by the factory all over the country.

The firm does considerable blotter advertising, and the copy for these is prepared along the same lines. This copy style, and the fact that the blotters are not only of exceptionally good blotter paper and blot on both sides and are of odd size and shape in comparison to the average advertising blotter, results in high efficiency for this type of publicity.

"And I want to assert," said Mr. Smith, "that regardless of the cleverness of one's advertising, the prospective truck buyer must be assured that he is to get proper service on his vehicle before he buys it. Therefore, we place special stress on our service facilities.

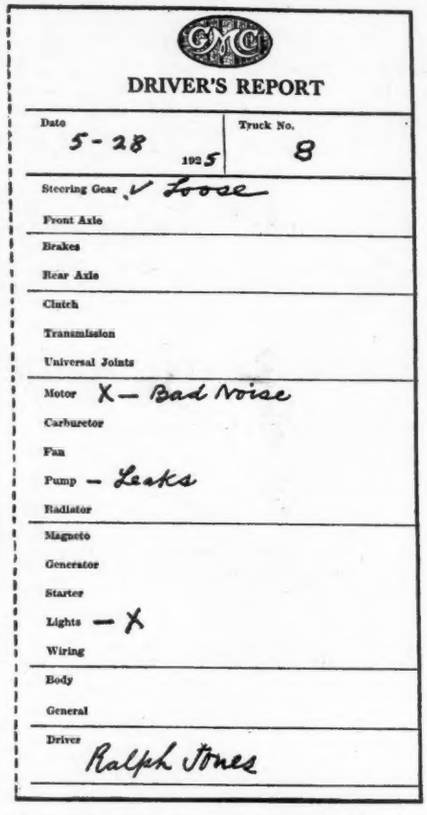
Complete Stock the Big Factor

"We find that it is not something for nothing—a lot of free work—that the average truck user wants. **He expects and demands that he be able to get replacement parts and repairs when he needs them. He doesn't object to paying for what he gets.** The thing we find important, then, is to keep a complete stock of parts on hand and men in the shop who are competent to do the work, then **let prospects know about this through advertising and personal calls.**

"When the factory writes a letter to a prospect that we are going to call upon him, we do so at once—try to get there the next day after the letter reaches him. We try to make our **personal calls typify the promptness of our service,** and I believe that it has a favorable effect. A prospect includes that if we are that prompt in following up a factory letter that many dealers would ignore entirely, then we must be rather wide awake all 'round, including service."

How to Aid Sales

Mr. Smith recently devised a driver's report book which is doing a great deal, indirectly, toward making truck sales; and it aids materally in producing appreciated service.



GMC

DRIVER'S REPORT

Date 5-28 1925	Truck No. 8
Steering Gear ✓ Loose	
Front Axle	
Brakes	
Rear Axle	
Clutch	
Transmission	
Universal Joints	
Motor X — Bad Noise	
Carburetor	
Fan	
Pump — Leaks	
Radiator	
Magneto	
Generator	
Starter	
Lights — X	
Wiring	
Body	
General	
Driver Ralph Jones	

The Driver's Report Card Devised by Mr. Smith

The book is made of heavy, light yellow paper and is bound. There are 50 sheets to each book, besides cover, and the sheets are about four inches wide and eight inches long. They are perforated near the binding, so that they may be torn out easily.

Each sheet is headed "G.M.C. Driver's Report," with the factory's trade-mark at the top. In a series of spaces set off by horizontal lines there are printed the various units of a truck, so that a driver may check after any unit which needs repairs (see illustration).

A holder is attached in the cab of each truck. When a truck is sold, this book goes along as part of the sale. When it is turned over to a driver by the purchaser, the driver is told to use the book exclusively in making repair reports. Accordingly, when something goes wrong with the truck, he is held responsible for reporting it on one of the sheets in the book.

Checks Up the Driver

THE plan is liked by both the truck owner and the driver, and it is of great aid to the dealer. From the owner's standpoint, it is valuable in checking up his driver—in placing the responsibility in case of neglect to the truck. The driver likes it, for it enables him to check up on the mechanic who works on the vehicle. The mechanic and dealer like it, for they are cleared of blame when something goes wrong that a driver did not report, but which the owner would likely blame the shop for were there no record of the work ordered or reported needed.

For illustration, let us suppose a driver goes out and crashes into an automobile. Investigation shows that the brakes were bad. The owner of the truck jumps on the driver—wants to know what he means, driving a big truck without proper brakes, and demands to know why he didn't report it. The driver probably says he did, in order to justify himself. If he has the confidence of his employer, the latter perhaps believes him, until he is shown otherwise. If the shop has no record to show whether or not the driver reported bad brakes, then the blame hangs over the mechanic who last repaired the truck. But with these drivers' report sheets, nothing is taken for granted. A verbal report is not recognized. When the driver says he reported bad brakes to the shop, the foreman immediately looks through his file of drivers' reports. He finds the last one turned in by this particular driver and there sees immediately who is at fault—the driver for failure to report bad brakes or the mechanic for improperly adjusting them.

Special Woonsocket Body Typifies Merchant's Product.

The body is 162 ins. long, 53 ins. outside diameter and is made entirely of aluminum and auto body sheet steel, framed with bent bows and lined on the inside with mahogany. The windshield is of metal frame, double ventilating, all the windows lift up so as to give plenty of air. Inside of body is equipped with dome lights and switches and ventilators on top, allowing the air to circulate through nicely. The color and painting scheme is very special, to give the effect of the wrapping paper, was very difficult.

Model 16 Standard Panel Body

Another RUGGLES ACHIEVEMENT

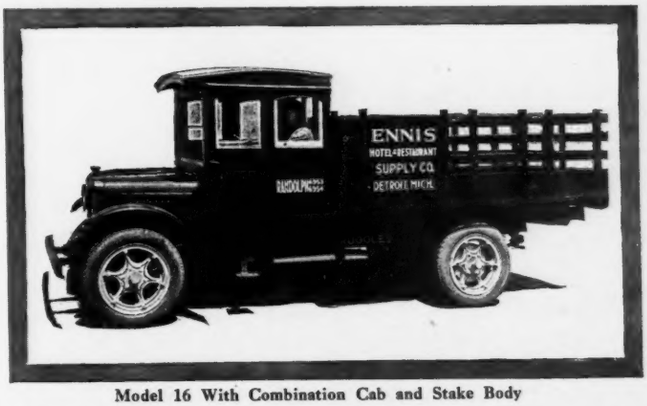
Point by point, the new RUGGLES Model 16 ONE TON TRUCK offers RUGGLES DEALERS a big competitive advantage.

In speed, power, strength of construction, quality of units and parts, workmanship, accessibility, flexibility, appearance, economy, and adaptability to all delivery and light hauling requirements, the new model 16 challenges comparison. Never before has such a high-grade one-ton truck been offered at such a low price. It is a value that means big volume sales and big volume profits for every Ruggles dealer.

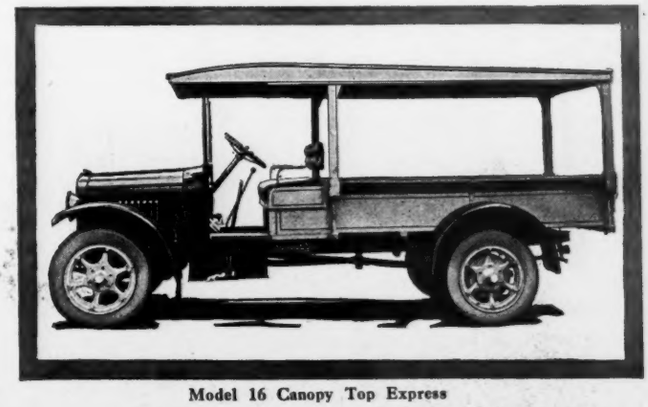
Send for literature and sales plan. Ask for details of the RUGGLES DEALER CONTRACT that means bigger profits and success.

RUGGLES TRUCKS, BUSES and MOTOR COACHES enable dealers to meet all transportation requirements and include a complete range of sizes and models from light fast delivery to big heavy-duty models with special models for fire trucks, police patrols, ambulances, and other special equipment needs, as well as a complete line of de luxe motor coaches and city type buses in both 4 and 6-cylinder types.

RUGGLES MOTOR TRUCK COMPANY
SAGINAW, MICHIGAN
U. S. A.



Model 16 With Combination Cab and Stake Body



Model 16 Canopy Top Express

RUGGLES

Commercial Car Journal's

Above: The Aloka System Increases Painting Capacity 65 Per Cent According to the Statement of One Company Which Used It for Three Years

This company estimates an average cost of $2.50 for the removal of every speck of paint and grease from a 1500 lb. panel body. The process requires 40 minutes. The illustration shows the paint removing system in operation. The system is not purchasable. It is rented for a sum determined by type and size.

"Multiple-wheeled Buses Are Undoubtedly City Transport Units of the Future," Says C. R. Radclyffe of The Detroit Motor Bus Co.

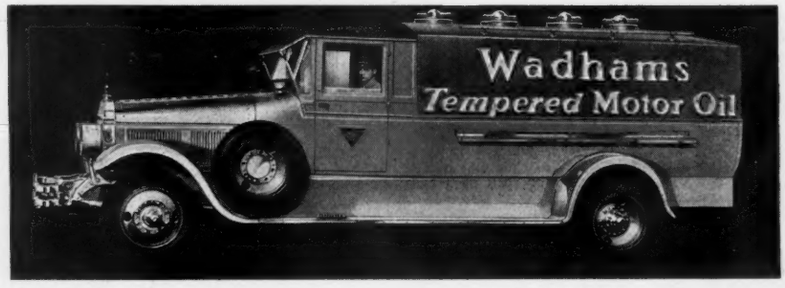
This company has found 6-wheel buses free from accidents due to skidding, comfortable to ride in, and economical in every way. One of the first signs of weaving wear is found in the rubbing of the hood on its supports. After several thousands of miles of operation no such sign of friction was apparent at this point, indicating that there is very little distortion of the frame. The 34 x 7 inch tires originally fitted, show practically no signs of wear at 10,000 miles.

Left: The Bus Makes the Trip Between the Port of San Pedro and Los Angeles a Comfort

The bus is a pay-as-you-enter International Coach, being one of several owned by Capellel Brothers who provide travelers with speedy and comfortable service to and from the well known ocean outlet for the city of Los Angeles.

Below: New Fisher Bus With a 21-Passenger "Pay-as-You-Enter" Type Body

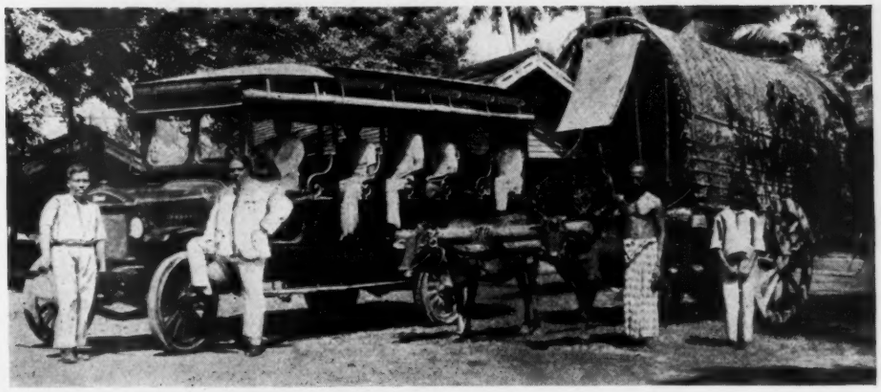
The seats are arranged cross-wise. Dual pneumatics are used on the rear wheels. Note the ample road clearance together with the low hung chassis. This job is built by the Standard Motor Truck Co., Detroit, Mich.



Above: Guaranteed to Attract More Than an Average Amount of Attention

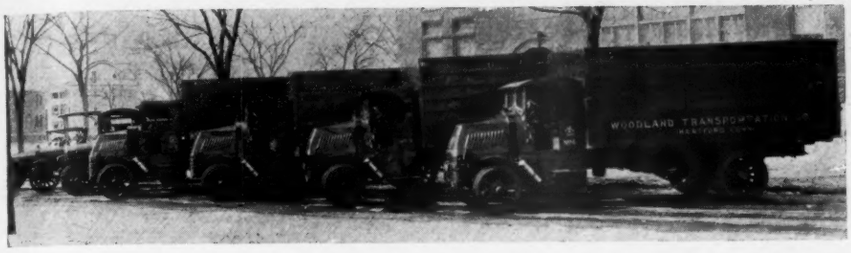
This resplendent vehicle, which was the outstanding exhibit at the recent Milwaukee Automobile Show, is an oil tank truck owned by the Wadhams Oil Co. Its eye-compelling power is not to be wondered at for the hood and tank are covered with hand hammered copper, with nickel-plated trimmings and wheel disks. The remaining parts, aside from the tank, are painted a rich vermilion. The lettering on the sides of the tank is german silver an inch thick. At the rear the can box and faucet compartment are finished in aluminum. The tank is a Mullins superwelded 750-gal, four compartment tank and the chassis, a Sterling bus type, equipped with special cab, windshield, lights, bumper and pneumatic tires.

Pictorial Review



Above: Bus Transportation Even Penetrates to the Tropical South Sea Islands of the Pacific.

The illustration depicts a comparison between the old and new mode of travel on the Island of Ceylon, where for years oxen have been used for transportation of individuals as well as merchandise. The bus shown was purchased by a native about a year ago. it is a one and half ton Stewart chassis with a 15-passenger body mounted on it.

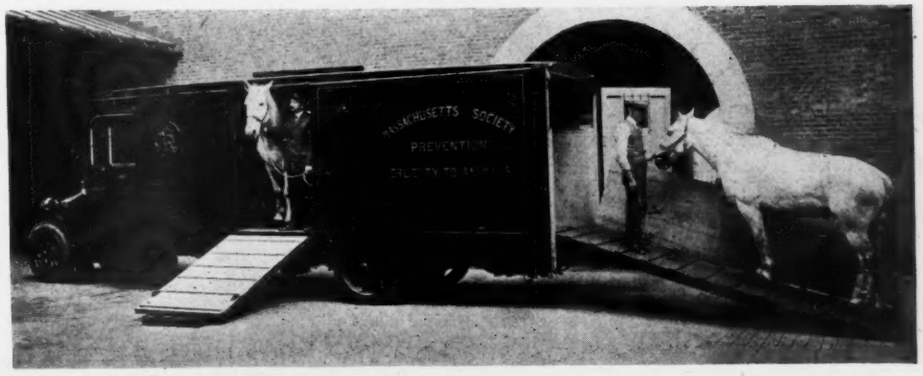


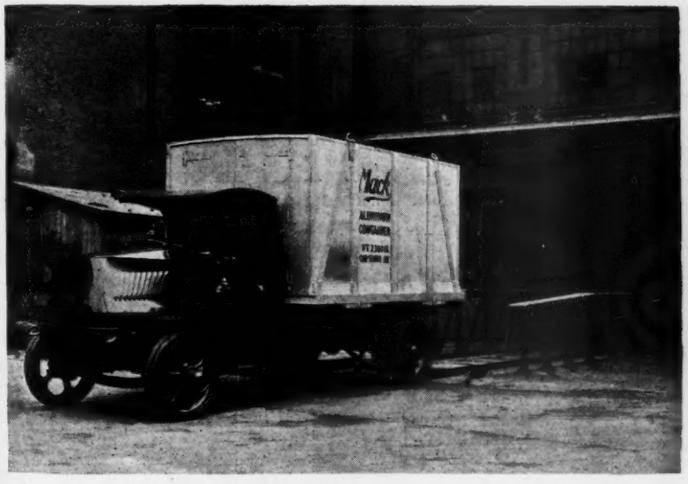
Woodland Transportation Co., of Hartford, Conn., Equips Its Heavy Duty Fleet With Prest-O-Lite Gas System for Night Lighting.

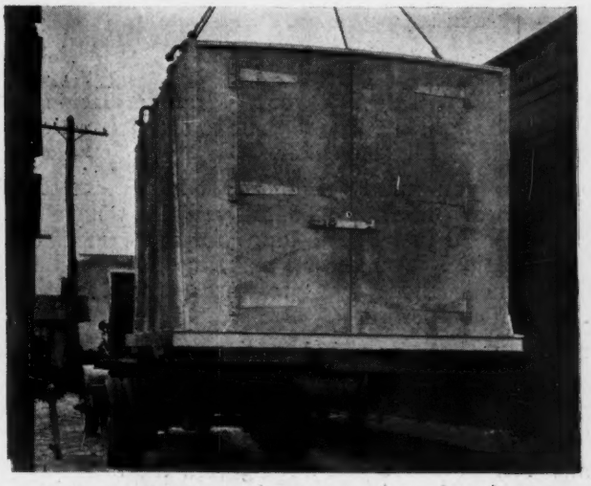
According to reports issued by the Prest-O-Lite Co., Inc., Indianapolis, Ind., Prest-O-Lite gas for heavy duty truck lighting is becoming more popular. This company further states that simplicity and dependability of Prest-O-Lite gas lighting equipment makes night hauling safer and more profitable.

Right: Helping Dobbin by Truck Along the Highway to Health

This ambulance built by the Garford Motor Truck Co. for the Massachusetts Society for the prevention of Cruelty to Animals, can carry four horses, each standing in a separate stall. The animals can be loaded either from the rear or from the side. This new ambulance replaces a vehicle that has covered more than 65,000 miles since it was given to the society.







Showing the New Unit Transportation System Developed by Mack to Eliminate Duplication of Handling and to Reduce the Idle Expense on Transportation Equipment by Releasing Rolling Stock.

The principle involved is not new. The object is to keep the power-unit constantly active. This is accomplished by employing special transferable containers as bodies. The containers are transferable between platform, truck and freight car. The illustration at the left shows a truck backing up to a ramp on which the container is deposited. The rollers engage the ramp as the truck backs in. At the right is shown a container being raised by a crane in a railroad yard where no ramp installation has been made.

"Getting It Down"

A FIVE-MINUTE PLAY IN ONE ACT

By EDMUND B. NEIL

Being the True Story of How Motor Trucks Are Sometimes Sold

Time: Not so long ago.

Place: "Competition," N. Y.

Scene: Truck Prospect's Office.

Characters: Tom Smith, salesman for the Darrow Motor Truck Co. Known to his fellows as "Heady," since he was head salesman on most monthly commission lists.

Casey Jones, prospective purchaser of a heavy-duty contractor's truck. Known to his men as "The Twenty-Minute Egg."

Properties: A room, a desk, a four-legged chair, a telephone, lots of dust and dirt particularly on top of desk.

Casey is seated at his desk with feet hanging over edge of chair when Tom enters.

Tom: Good morning, Mr. Jones. I'm Tom Smith, of the Darrow Company—

Jones: (Interrupting) Well, you must have gotten up early. You're the first salesman in here today, but I know darned well you won't be the last.

Tom: Well, am I early enough to get in on that next purchase you said you were going to make this month?

Jones: No, you're just wasting your time. That quotation you gave me is too high, and you know I want to get my stuff at the best price.

Tom: Yes, I suppose our quotation may be a little higher than some but you know the Darrow Truck. It's worth every cent you pay for it.

Jones: Oh———. Every———salesman says the the same thing, so I am going to buy the cheapest of the two I have made up my mind will do my work. Your quotation is too high, but if you want to shave it a little maybe I'll reconsider.

Tom: Do you mind telling me who quoted the lower price? Of course you don't have to but I'd just like to know for my own satisfaction. You know I make my living selling trucks and I want to know with whom I am competing.

Jones: No, I don't mind telling you this time since I might buy your job at the right price. The lower quotation is on the new Moron Truck, and it looks good to me.

Tom: Are you sure you have gotten the best quotation from them now?

Jones: What are you driving at? They made me a darned good offer and are taking my old truck in trade.

Tom: Well I'll make a little bet with you. I know you are a good buyer but I think I can go you one better. May I use the phone here? Don't go away I want you to hear what I say. (Tom picks up phone and calls the Moron Truck Co.) Hello, is this the Moron Truck Company? Let me talk to the salesman who is handling the Casey Jones account. Hello, this is Mr. Jones speaking. You gave me a quotation a few days ago on one of your Moron jobs, new model. Now, look here, you are up against some competition and I have another quotation from a concern that is lower than yours. If you want this business I want to know if this is your final figure.

Voice at other end of wire. Just a minute Mr. Jones. Can I run over and see you a minute right away, before you close with anyone else?

Tom: (Continuing to impersonate Mr. Jones). No I am going to buy either yours or this one now and I haven't time to wait. I've fooled around longer than I should already.

Voice at end of wire. All right, we want your business, and if you are hanging out for a few hundred, suppose we shave $200.00 off our quotation as a final good-will figure.

Tom: $200.00 you say? All right, thanks. I may call you back in a few minutes. (Tom turns to Jones).

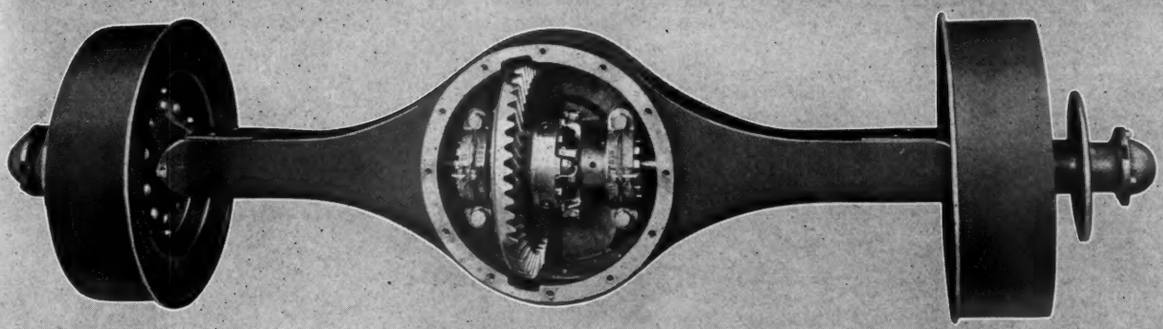
You heard what was said? Well, I know it was a rotten trick, but I know how some companies do business, and I just wanted to prove it to you.

Do I get your order at my figure or not?

(Curtain)

We will leave you to guess who got the order, and why the Darrow truck is standard equipment with the Jones Contracting Co.

EATON



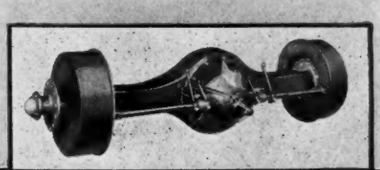
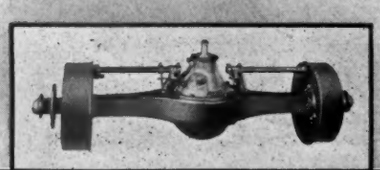
An Advance in Axle Design and Construction

THE new Eaton Axles for 1-ton and 1½-ton trucks are nearer the ideal of truck axle construction than any models heretofore offered.

Clean cut, well designed, with enclosed brakes, rigid housing and pinion bearing mounting. With shafts of chrome molybdenum steel. Small rim base for tires. Simplified design making repairs quick, easy, inexpensive. Repair parts quickly obtainable at reasonable prices.

Eaton axles on your trucks make them easier to sell, easier to service, more satisfactory in every way.

THE EATON AXLE & SPRING COMPANY
CLEVELAND

AXLES

Price-Cutting Also Affects the Equipment Dealer

FOR many years Commercial Car Journal has deprecated the practice of price-cutting in connection with motor truck deals, long trades and all that sort of thing. Since last October this publication has been running special articles on the subject in each case handling different phases of it.

It is gratifying to know that these articles are registering in many quarters. Many letters of commendation have been received advising us that we are on the right track and that our efforts in this respect cannot help but have a beneficial influence on the industry as a whole.

Incidentally, price-cutting is not confined to the sale of the complete vehicle itself, but evidence of it is found in the equipment and parts business as well. In a recent issue of *Motor World Wholesale* an article, by Paul Field, shows how this practice defeats its own purpose in connection with the sale of tires to fleet owners. As this article hits the nail squarely on the head we are pleased to quote it verbatim:

PRICE-CUTTING, in an endeavor to secure the tire business of large fleet operators, usually brings questionable returns. The practice undeniably results in sales to some concerns, but mainly where purchasing is on a short-sighted basis.

The motive in sacrificing a large part of the profits in order to make a big deal has undoubtedly been to enjoy the local prestige which accrues to a merchant from the use of the tires he handles by a prominent concern. Many have felt that such prestige was a powerful sales advantage and could be used effectively in winning trade from smaller customers who would be charged at a rate to compensate for the non-profit sales.

Too often, however, distributors have learned to their sorrow that prestige so gained was of doubtful value. Not enough sales with healthy profits followed to recoup the cash box for the allowance made to the big fellow. Then, too, it very often becomes known to others when preferential rates are granted to large customers, and these demand the same treatment. If it is not forthcoming, their business is taken elsewhere.

To these disadvantages is coming to be added the suspicion of fleet buyers towards merchandise offered at cut rates. Most of these men are shrewd enough to look beyond the first cost and reckon values on a per-mile basis. By pricing goods abnormally low, the merchant, instead of realizing an advantage, may create in the buyer's mind the impression that all is not as it should be, and that the tempting quotation indicates an inferior product.

The experience of a western wholesaler who averages sales of between $7,000 and $8,000 a month to fleet operators bears out this view. He says:

"Every tire we sell is sold on quality and never at a cut-price appeal. We do not believe in cut prices. The way we look at it, a price appeal immediately suggests a sacrifice of quality, and with experienced tire buyers, such as are encountered among operators of big fleets, it has a tendency to kill business rather than to stimulate it."

A successful bid for fleet business can best be made on the basis of ultimate cost. Purchasing heads are rarely swayed by artificial inducements. They expect tire merchants to make a reasonable profit on every deal and they will not believe that a big discount means an extraordinary bargain on which the seller has waived his profit. They will suspect instead that he is trying to make one at their expense by selling an inferior grade.

Patently, then, price-cutting is not worth the candle. Not only does it rob the distributor of his legitimate profits, but it fails to accomplish its object. Tires can be sold on their merits, as the experience of many successful wholesalers proves.

The merchant who sticks by his guns, keeping prices at fair competitive levels for all, wins the confidence of his customers and lays the foundation for a steady, lucrative trade. A business built on these principles cannot be undermined by the price-slashing activities of competitors.

What Type of Business Do You Cultivate?

AS ye sow, so shall ye reap," is a lesson many truck dealers and manufacturers would do well to take to heart. The policy of the company determines the type of business that is sought. If those in authority definitely lay down the precept that every deal shall show its full profit, then that spirit will permeate the whole organization. Every salesman will go to work with the idea at the back of his mind that he is going to make clean sales with no handouts in the form of unbusinesslike concessions. And so the business will grow on the sound foundations of faith in the product sold and a conviction that the buyer is getting full value for money received.

On the other side of the picture is the spectacle of the deal-at-any-price merchant, who deliberately cultivates the business of the buyer to whom the price is the first and last consideration. This, thinks the purblind truck peddler, is the thin end of the wedge. I have got in with this man and there will be more business from him in the future.

Price is His Only Consideration

That type of buyer unfortunately does not so easily lose the habit of buying from the lowest bidder. A mixed fleet or a change-over from one make to another is a small consideration beside the getting of another couple of hundred dollars on a trade. This kind of business, in short, is a continuous battle. The same amount of selling is required every time a truck is purchased.

This buyer does not let himself be sold on the dealer organization, he cares nothing for the name of the manufacturer, and performance ability he cannot see. The dealer cannot sell himself and be sure that as long as the vehicle upholds its end he will get a favorable consideration next time the buyer is in the market. He stands just where he stood before. Every sale means the same expenditure of time and effort as if no previous sale had been made.

Yet this is the type of business that so many are cutting one another's throats to get. Instead of reaping the benefits of his former efforts, as he would were a sale on the merits of the vehicle or the prestige of the dealer, he has to duplicate his efforts to get a hearing, and that costs money, so that he loses both ways. One day that buyer will wake up to the fact that there is something in truck buying beside first cost, but pandering to his ignorance is only prolonging the evolution and tending to drag other buyers into the same morass. That is where the whole industry suffers, and why it is every dealer's business to help educate the ignorant buyer to a better understanding of the common-sense principles of truck purchase.

Loose business methods of this sort, however, do as much damage to the dealer organization as they do to the customer. As loose living in time will undermine the character of any individual, so will sloppy business methods upset the morale of the sales force. Business-at-any-price is a destructive principle on which to work. It offers a line of low resistance which every salesman of human characteristics cannot help but take advantage. It kills incentive and ambition, for there is no call for real sales ability.

Conscientious salesmen soon recognize this and give place to men not so well equipped with ideals and principles. And so the dry rot sets in, and the organization begins its rapid slide toward the precipice of moral and financial extinction. Sometimes the process is rapid, sometimes slow, but it is none the less certain. Prestige is the first to go, and that event marks the severance from the wide and valuable market where prestige counts. Activity is limited to a field where the merchandising costs are highest and the returns problematical. It seems incredible that any concern should willfully condemn itself to this fate, but there are few dealers who do not known of at least one case, either in the ranks of the manufacturers or the dealers. Before following their example they should consider well the opening quotation of this message.

Fageol Gas-Electric Bus a Modification of Fageol Safety Coach

Views of the Fageol Gas-Electric Bus
Note the separate motors; the special Timken twin worm rear axle and the electric generator driven direct from the engine.

EASE of handling, smooth starting and steady acceleration feature the Fageol Gas Electric Bus recently placed in service by the Capital District Transportation Company, Albany, New York, a subsidiary of the United Traction Company.

The Fageol Hall-Scott engine drives the generator, which supplies current for two motors geared to the rear wheels. This electrical equipment replaces the conventional mechanical drive, and eliminates the clutch, transmission, gearshift and driveshaft.

Starting and speed control is obtained under normal operating conditions by depressing the foot throttle. The idling speed of the gasoline engine is below the speed at which the electric generator begins its output. To start the coach, the driver has only to "step on the gas," and the generator begins to supply current to the motors.

The only control in the electric drive system consists of a switch with four contacts, operated by a lever on the driver's left. At the normal running position, the motors are connected with the generator in parallel, and control of the starting and forward speed is, as above stated, by means of the accelerator pedal. The next contact in the switch, changes the wiring of the motors so they are in series, which provides an extremely high amount of power, excepting in starting the coach up a steep hill.

The third contact is the regenerative brake position, which reverses the current through the motors and interposes a resistance unit between the motors and the generator. The momentum of the coach driving the motors causes them to generate current, which is consumed in the resistance unit. This forms the "regenerative brake" and is sufficiently powerful to hold the coach to a speed of 5 miles per hour, if desired, on a 7% grade. The power of this braking is increased by speeding the engine. Position No. 4 on the switch reverses the current through the motors, and allows the coach to be driven backwards. Like the forward position, speed to the rear is controlled by pressure on the accelerator.

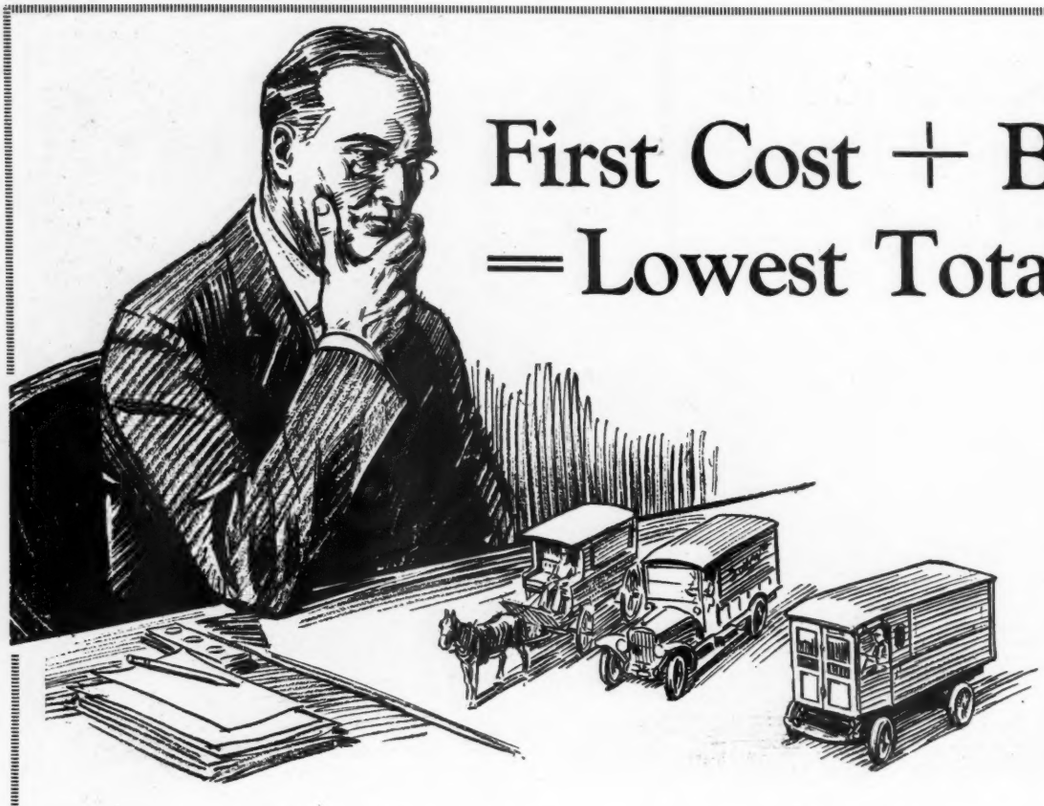
The main features of construction of the coach are as follows: The regular Fageol Safety Coach chassis is modified to take the electric drive. The engine is governed at 1750 r. p. m. Standard equipment includes air cleaner, water jacketed manifold, and patended Hall-Scott oil filter. The engine is also fitted with Westinghouse four wheel air brakes. Pressure is stored in two tanks, connected in series, to prevent freezing. It is expected that all condensation will occur in the first tank, so that the dry air will be available in the second to feed the brake chambers. As an additional precaution against cold weather difficulties, the brake valve is placed inside the body.

The rear axle is of special Timken twin worm design. Since the drive comes from two separate motors having no mechanical connection, the power is taken to the drive axles through separate worms, eliminating the differential. The housing is a special one-piece double banjo type forging accommodating the two inverted worms, which have a reduction ratio of 11 to 1.

Two stage springs are used on both the front and the rear axles. These springs have rubber blocks interposed between the main leaves and helper leaves, and are so connected that they are self-snubbing, thereby eleminating the need of air springs.

Another innovation is provided in the heating system, which consists of a large sheet metal duct down the center of which the exhaust pipe from the engine is carried. Fresh air enters this direct through a centrifugal type cleaner, and passes down the duct under the floor of the car, where several leads allow it to pass into the body. The amount of heat is controlled by the driver, by means of a damper.

The electric drive equipment adds considerable to the weight of the coach, but does not in any way hamper its operation. It is expected that the lessening of mechanical expense on account of the smooth, easy starting, will compensate for the increased cost of the installation, and the small amount of fuel required to carry the extra weight.



First Cost + Brains = Lowest Total Cost

The vehicle isn't the biggest thing in delivery.

The biggest thing is brains.

Until a man gets his thinking right, he'll never get his city delivery problem right.

In door-to-door delivery, such as ice, milk, laundry and bread, quit thinking in terms of how wide a range of territory can be covered.

Think about how much delivery can be concentrated in one little territory.

Pilgrim Laundry, Brooklyn, N. Y., has concentrated. They have as many as 57 customers in one block.

Ward Electrics do the delivering.

Gas trucks relay the work to the driver on the route.

If Pilgrim and many others had halted at the first little obstacle of seeming high first cost of electrics, they would still be in the dark age of delivery.

As it is they have cut delivery costs from 25% down to 18%.

They put brains into their delivery. And brains dictated Electrics. More brains and investigation dictated Ward Electrics.

Ward Motor Vehicle Company
Mt. Vernon, N. Y.

WARD ELECTRICS

EDITORIALS

Are You Helping?

IT seems to be a trait with many public officials having to do with the making of rules and regulations affecting the general public to make those regulations just as complicated as possible, particularly in this condition noticeable in the attempts being made in some of our big cities and towns in connection with traffic regulations and control.

For instance, it seems ridiculous for a city to spend large sums of money for the installation of an automatic traffic control system, and then permit the slow moving horse-drawn vehicle to obstruct the orderly flow of automotive traffic that such apparatus ought to insure. It is just as asinine as it would be for the railroads to run a freight ahead of its crack passenger trains.

Attempts made to take the horse and wagon from the highly congested streets is fought vigorously by certain groups. Everybody who drives a car knows that most of the congestion on city streets is due to the slow moving vehicle ahead, but nothing is done about it.

It seems foolhardy to install automatic luminous signals at certain intersections when previously the traffic was controlled efficiently by an officer. There are certain highway intersections in every city and town where the best automatic signal made will not handle the situation and where only the intelligent handling of a manually controlled system by an officer is practical. Changing the location of these signals may in many cases help improve the situation at a particularly bad intersection. Frequently these signals are located so high that the motorist has to crane his neck when he is near the intersection trying to find out who makes the next move.

These are just a few of the things which are so apparent to even the most casual observer. Much of this could be rectified if those who are selling automotive vehicles would interest themselves in the traffic regulations in their respective communities. Increased sales depend on more improved highways and less congestion. It's a part of the dealers' business to take an interest in this work. It's a national problem.

Unprofitable Customers

IN an address recently before the Electrical Supply Jobbers' Association, Alvin E. Dodd, manager of the Domestic Distribution Department of the Chamber of Commerce of the United States, declared "that unprofitable customers are one of the greatest sources of waste in distribution."

"In almost all cases," Mr. Dodd said, "unprofitable customers hang on by their teeth, their orders are given to fill only their immediate needs, their payments usually are slow and the excess of expenses of doing business with them acts as a drag upon other business which is profitable when unencumbered."

At the same time, Mr. Dodd urged distributors to collect and study comparative costs of doing business. He reviewed in detail how banks, insurance companies, railroads; all of them and particularly the railroads, have studied their costs and know to a fraction of a cent, the cost of hauling a ton of freight one mile over each railroad and all Class I railroads in the United States.

"Not until distributors have seen the light and have produced their facts in comparable form will it be possible for them, on the one hand, to make the comparisons which will enable them to operate more economically; and, on the other hand, to convince the public that their costs are not abnormal or excessive."

Certainly the above remarks apply just as forcibly to the truck dealers and distributor as to the electric supply jobber. The truck buyer who wants a by rake-off, who buys on long terms; who expects the dealer to stand the loss if he can't make his payments is undoubtedly an unprofitable customer. But unless the dealer knows his cost of doing business, he may not appreciate the fact that he is doing business with unprofitable customers.

PLENTY of publicity is still being issued these days by motor truck manufacturers, telling in percentages of the great increase in sales made this year over the same period of last year. But percentages don't mean anything unless accompanied by actual figures of the number of vehicles produced.

News of the Trade

M. A. M. A. and A. E. A. Plan Merger

Combine Receives Favorable Comment at A. E. A. Convention. To be Finally Decided Next Fall.

THE outstanding feature of the A. E. A. convention lately held at Colorado Springs was the proposed plans for a merger of the Automotive Equipment Association with the Motor & Accessory Manufacturers' Association. Definite action will be taken next Fall. By forming the two associations into one major "holding association" it is stated that economies will be effected by eliminating duplication, reducing operating costs, and bringing the various elements of the industry into closer and more understanding contact.

The proposed merger has already been under discussion by committees representing the two associations. The formal joint conference on the subject was held at the A. E. A. Convention. Outstanding benefits of the move were so apparent to the committees that by their unanimous suggestion the proposal was presented at one of the general sessions of the convention, where it was favorably received.

By unanimous vote the convention instructed its committee to develop a definite plan in conjunction with the M. A. M. A. committee and the legal counsel of both associations. The resulting plan will be presented at the annual meeting of the A. E. A. to be held in Chicago during November and at the Fall convention of the M. A. M. A. to be held in Montreal early in October. The merger if it is finally approved will unite two of the best known associations in the industry, and will do much to strengthen and unify the parts and accessory business.

Trucks Gain 26% Over 1924

Manufacturers who produced 46,765 trucks in April, reduced their May output to 42,322, a decrease of 9.5 per cent, but a gain over last year of 26.0 per cent.

Northwestern Truck Business Excellent

General Business Prosperity and Inauguration of Many New Motor Bus Routes Responsible

REPORTS from virtually all truck dealers in the Pacific Northwest indicate that this territory is participating in a wave of prosperity, which is affecting the motor car industry. Sales for the month of May were far in advance of dealers' predictions, and business is on a sound basis.

Virtually every visitor from Eastern factories to the Western States is impressed with the manner in which business in Washington, Oregon and California has progressed the past two months.

It is considered certain that the spirited buying of trucks and the inauguration of new motor bus routes to various points will continue well into the fall months and as a result distributors are stocking up cars for future delivery.

Coming Events

CONVENTIONS

Alabama Automotive Trades Association—Midsummer meeting will be held July 20-21, 1925, at Tuscaloosa, Alabama.

American Bottlers of Carbonated Beverages—Annual convention and exhibit will be held in the American Royal Bldg., Kansas City, Mo., October 19 to 23. Show headquarters, 231-237 Woodward Ave., Detroit, Mich. Secretary's office, 726-729 Bond Bldg., Washington, D. C. Joseph R. Flynn.

American Electric Railway Association—44th annual convention will be held October 5 to 9, 1925, on Young's Million Dollar Pier, Atlantic City, N. J.

American Road Builders' Association—Annual convention and Road Show, January 11 to 15, 1926, Coliseum and adjoining buildings, Chicago.

American Society for Steel Treating—Annual convention will be held September 14 to 19, 1925, at Cleveland, Ohio.

Iowa Automotive Merchants Association, Inc.—7th annual convention will be held November 12 and 13, 1925, in the Fort Des Moines Hotel, Des Moines, Iowa. A. J. Knapp, secretary-manager, 514 Old Colony Bldg.

Motor and Accessory Manufacturers Association—Fall convention, October 7 to 10, 1925, Montreal, Canada.

National Automobile Chamber of Commerce—Second World Motor Trade Congress, January 11 to 13, 1926. New York City.

National Safety Council and Exhibit—14th annual congress will be held September 28 to October 3, 1925, in the Rainbow Room, Hotel Winton, Cleveland, Ohio. A. M. Smith, business manager, 168 N. Michigan Ave., Chicago, Ill.

National Tire Dealers Association—Annual convention will be held November 17 to 19, 1925, in St. Louis, Mo. Chairman of arrangements, S. L. Chorlins, 3908 Washington Blvd., St. Louis.

Ohio Council National Automobile Dealers Association—First annual convention, August 6 and 7, 1925, Cedar Point, Ohio. C. A. Vane, general manager, 320 N. Grand Ave., St. Louis, Mo.

Pan American Confederation for Highway Education—The Pan American Road Congress, October 3 to 13, Buenos Aires, S. A. S. T. Henry, director.

Society of Automotive Engineers—Service Engineering meeting, November, 1925.

SHOWS

Atlantic City, N. J., October 5 to 9, 1925—44th annual exhibition will be held on Young's Million Dollar Pier, under the direction of the American Electric Railway Association. Railway apparatus and devices of all kinds, buses, chassis, wagons and show plow. Fred C. J. Dell, director of exhibits, 292 Madison Ave., New York City, N. Y.

Boston, Mass., October 10 to 17, 1925—World's Rubber and Tropical Exposition will be held at Mechanics Hall, Chester I. Campbell, manager.

Chicago, Ill., January 11 to 15, 1926—Annual road show and convention, direction American Road Builders' Association, Coliseum and adjoining buildings.

Chicago, Ill., January 30 to February 6, 1926—Annual show, Coliseum, direction National Automobile Chamber of Commerce.

Chicago, Ill., September 28 to October 3, 1925—14th annual exhibit will be held in the Rainbow Room, Hotel Winton, under the direction of the National Safety Council, Safety devices and traffic signals. A. M. Smith, business manager, 168 N. Michigan Ave.

Dallas, Texas, October 10 to 25, 1925—Annual show to be held in the State Fair Automobile Bldg., under direction of Dallas Automotive Trade Ass'n. J. H. Connell, Mgr.

Danbury, Conn., October 5 to 10, 1925—8th annual Fair will be held in the Danbury Fair Auto Bldg. (20,000 sq. ft.), under direction of the Danbury Agricultural Society. Passenger cars, trucks, tractors, accessories, etc. H. Lake, manager, West St.

Fresno, Cal., September 28 to October 3, 1925—15th annual show in connection with the Fresno District Fair, under the direction of the Fresno Motor Car Dealers Association. Passenger cars, trucks and accessories. Ray C. Wakefield, manager, 311 Powell Bldg.

Grand Rapids, Mich., September 7 to 12, 1925—7th annual show in connection with the West Michigan Fair, under the direction of the Grand Rapids Auto Dealers Association. Passenger cars, trucks, tractors and accessories. Wm. T. Morrissey, manager, 220 Ashton Bldg.

Green Bay, Wis., August 31 to September 4, 1925—6th annual show, under the direction of the Automotive Division of the Green Bay Association of Commerce. Passenger cars, trucks and accessories. W. F. Kerwin, manager.

Indianapolis, Ind., February 15 to 20, 1926—15th annual show, Auto Show Bldg. (70,000 sq. ft.), under direction of Indianapolis Auto Trade Ass'n. Passenger cars, trucks and accessories. John Orman, Mgr., 328 N. Delaware St.

Kansas City, Mo., Oct. 19-23, 1925—Annual A. B. C. B. Beverage Exposition, under the auspices of the American Bottlers of Carbonated Beverages. Show manager, James Vernor, Jr., Chairman A. B. C. B. convention and exposition department with headquarters, 231-237 Woodward Ave., Detroit, Mich.

Kansas City, Mo., February 12 to 19, 1926—20th annual show, American Royal Bldg., (250,000 sq. ft.), under direction of Kansas City Motor Car Dealers Ass'n. Passenger cars, trucks, tractors, accessories, aeroplanes and radio. Geo. A. Bond, Mgr., Firestone Bldg.

Milwaukee, Wis., January 9 to 17, 1926—18th annual show will be held in the auditorium, under the direction of the Milwaukee Automotive Dealers Association. Bart J. Ruddle, manager, Room 319, 105 Wells St.

New York City, January 9 to 16, 1926—Annual show, Grand Central Palace, direction National Automobile Chamber of Commerce.

Sacramento, Cal., September 5 to 13, 1925—71st annual State Fair. Passenger cars, trucks, tractors and accessories. C. W. Paine, manager. P. O. Box 592.

Salt Lake City, Utah, October 1 to 7, 1925—3rd annual automobile show and 47th annual State Fair will be held in Coliseum Bldg. Passenger cars, trucks, tractors and accessories. Wm. D. Sutton, supervisor of automobile show, 116 State Capitol.

Shreveport, La., October 24 to November 8, 1925—20th annual State Fair. Passenger cars, trucks and tractors. Geo. T. Bishop, manager, c/o Bishop Auto Co.

Wheeling, W. Va., September 7 to 12, 1925—11th annual State Fair will be held in the Exposition Bldg. (25,200 sq. ft.), in Dealers Association. Passenger cars, trucks, tractors, accessories, oils, etc. Bert H. Swartz, secretary the W. Virginia State Fair, P. O. Box 116.

White River Junction, Vt., September 15 to 18, 1925—19th annual Twin State Fair will be held in the Auto Bldg. (13,600 sq. ft.). Passenger cars, trucks and accessories. F. L. Davis, manager.

S. A. E. MEETING

Cleveland, Ohio, September 15 and 16—Production meeting and exhibition.

Philadelphia, Pa., September, 1925—Automotive Transportation meeting.

CONVENTIONS

Automotive Equipment Association—Convention and show, November 9 to 14, 1925, Coliseum, Chicago, Ill. Wm. M. Webster, Commissioner.

National Association of Automobile Show and Association Managers—Annual meeting, August 11 and 12, Ambassador Hotel, Atlantic City, N. J. A. V. Comings, Sec.-Treas.

National Battery Manufacturers Association—Convention, September, 1925, New York City.

Bus Operators Form National Organization

Membership to Include State Associations and Fleet Groups of 100 Vehicles

FORTY-TWO bus operators representing 19 states completed the first big step toward nation-wide co-operation by organizing the National Motor Bus Association at a meeting in Chicago, June 17-18. The membership of the new association will comprise state associations and where there is no state association any group of operators whose fleets total a minimum of 100 vehicles.

The Chicago meeting was the development of long agitation on the part of bus operators for a central avenue of expression and came as the direct result of a conference called in Washington, D. C., in May by the American Automobile Association for the purpose of assisting the bus men in accomplishing this end. The Washington meeting was attended by persons speaking for different branches of the industry and the allied groups were also conscipuous in the gathering just held here.

The Washington conference put in motion the machinery which the bus men utilized in perfecting the body through which their common and particular interests hereafter will be voiced.

After the appointment by the meeting as president of the association, R. W. Sanborn, of Cleveland, Ohio, stated that his immediate aim would be to further three most urgent matters before the association, viz., extension of membership to all states not already represented, affiliation with the A. A. A. on the most equitable terms, and the establishing of contact with the United States Congress prior to the forthcoming session.

In connection with the proposed affiliation with the A. A. A., an executive committee was formed to consider the details and make arrangements for this in conjunction with representatives of the A. A. A. It is also intended that the National Motor Bus Association shall have representation on the Motor Vehicle Conference Commitee.

For the purposes of representation, the 48 states were grouped into 7 regional areas, with the following acting as representatives of these sections and constituting the Executive Committee:

1. R. M. Sparkes, of Boston.
2. Dr. McMains, of Pennsylvania.
3. S. A. Markel, of Virginia.
4. Geo. B. McCallum, of Detroit.
5. Not settled.
6. Ward Falkner, of Muskogee, Okla.
7. T. Morgan, of Oakland, Cal.

The principal business of the association for the time being is to give effect to a resolution passed by them explaining how Congress should clear-up the Inter-State difficulty.

A further resolution suggests that the Secretary to the Treasury be requested to include in his tax reduction recommendations the abolition of all Federal motor vehicles excise taxes on passenger vehicles operated for hire. All operators and state associations are urged to assist in this by direct appeal to the congressmen from their districts and senators from their states.

A committee of three was also formed to consider the legal questions involved in the proposal to modify the interstate regulations. This committee will represent the association in an effort to harmonize and compromise on any differences that may arise between them and any organizations interested in interstate regulation, and to confer with the national association of Public Utility and Road Commissioners, the Interstate Commerce Commission, the Bureau of Good Roads, etc.

Complications in the efforts to get the organization under way developed in consideration of the organization committee's recommendation that the association should affiliate with the American Automobile Association under certain conditions. There seemed to be a lack of understanding in some quarters, first as to whether the A. A. A. would accept such an affiliation and again as to just what advantage an arrangement of this character would be to the bus operators.

E. N. Smith, general manager of the A. A. A., who did not arrive on the scene until after the discussion had grown warm and prolonged, explained the situation from the A. A. A. standpoint and spoke convincingly of the benefits he believed would accrue to all interests by a "united front" under the A. A. A. banner. However, he frankly objected to the conditions under which it was proposed that the bus operators should affiliate with the A. A. A., saying they made a one-sided proposition.

Later in the day Mr. Smith declared that the bus operators and the A. A. A. were pretty close together "in principle" and that he believed the differences could be easily harmonized. This speech was an open invitation for the new association to take steps toward A. A. A. affiliation and the resolution which caused so much commotion was amended to read that the executive committee of the bus association should give consideration to the matter of affiliating with the A. A. A., with power to act. It was the consensus of delegates that such an affiliation will be eventually effected.

AUTHORITY COUNTS

Mark Twain's serious work is of the best, but the public wouldn't listen to his attempts at serious speaking.

Mark Twain serious was just as interesting as Mark Twain in a humorous mood, but he had no authority as a serious man and he didn't count as such.

The textile merchant is an authority on fabrics and the automotive merchant an authority on automobiles.

Reaching the trade through the trade press is reaching the user through his authority.

The Brockway Motor Truck Company, of New York, is completing one of the largest branch structures in the country on North Beacon street in the Brighton district of Boston on what is now the through route to and from New York.

American Bottlers' Exposition October 19 to 23

Eleven Automotive Exhibitors Already Listed. Bottlers 75 Per Cent Motorized

EXHIBITS of motor trucks and accessories by leading American manufacturers will be an impressive unit at the Carbonated Beverage Exposition to be held by the American Bottlers of Carbonated Beverages in American Royal Building, Kansas City, Mo., next October 19th to 23rd, inclusive, in conjunction with their annual convention. Eleven large manufacturers have reserved more than twenty-five spaces at the show and negotiations in progress make certain the total number will exceed the eleven displays at Louisville, Ky., last year.

A survey just made public here by Junior Owens, national secretary, shows that the industry is more than 75 per cent motorized and offers an inviting field to manufacturers of motor trucks and accessories. It is interesting in this connection to note that this almost complete motorization has been accomplished within the last few years.

The motor truck and accessories manufacturers who have reserved space for exhibits at the Kansas City exposition are: Cleveand Pneumatic Tool Company, Cleveland; General Motors Truck Company, Pontiac, Mich.; Graham Brothers, Evansville, Ind.; Highland Body Manufacturing Co., Cincinnati; International Harvester Company, Kansas City; Mack Truck Company, Chicago; Republic Motor Truck Company, Alma, Mich.; Service Motors, Inc., Wabash, Ind.; the White Company, Cleveland, Ohio; Federal Motor Truck Co., Detroit, Mich.; and the Republic Motor Truck Co., Alma, Mich.

Bottlers in every section of the United States and from foreign countries in daily increasing numbers are sending their requests for hotel reservations to the A. B. C. B. Convention and Exposition Department, 231-237 Woodward Avenue, Detroit, Mich. The large number of these requests which include reservations for the wives of the bottlers making them, also indicate that the attendance of women will exceed even that at Louisville last year when a record of 500 was made.

There are 314 exhibit spaces on the floor plan for the Kansas City Exposition. Already 107 exhibitors have reserved 173 spaces, leaving 141 spaces, less than one-half of the total number, still to be allotted. There were 150 exhibitors at Louisville, only forty-three more than the total number of those who already have reserved space at Kansas City. Negotiations for most of the spaces still remaining are being conducted and should be closed in the near future.

Two motor bus companies in Los Angeles operate 285 vehicles.

Eighty-three per cent of the cars and trucks of the world are in the United States.

Alabama Potential Bus Sales Outlet

Late Start and Increasing Popularity Presages Many New Bus Lines

THE rapidly growing popularity of the bus as a means of transportation in Alabama has resulted in a number of bus lines between cities, the latest and largest of them being the line between Birmingham and Montgomery, which employs four buses for two runs from each city every day.

This is the third regularly equipped line to be established between Birmingham and other Alabama points within the past few months, and if their popularity is any indication of their status it is safe to say that the number will increase more rapidly within the next year. During the past few months bus lines have been established between Birmingham and Tuscaloosa, Birmingham and Gadsden, and now the Montgomery line is the longest to be attempted in the state so far. The schedule is four hours and will be shortened as soon as the roads are put in perfect condition.

R. B. Dwyer, manager of the new service, announces that the fleet will be increased as rapidly as they are needed, and that within a year he expects to have service running on an hourly schedule between the two points.

The new company is using regular display advertisements in all of the Birmingham and Montgomery daily papers to give publicity to the service and their advertisements brought an immediate response from the public. During the first few days of operation very encouraging returns were received.

The buses were sold to the new company by the Druse-Crawford Manufacturing Company, distributors of the Studebaker in this section. They seat twenty people comfortably and are luxuriously constructed and upholstered.

In speaking of the new service and the need that it fills, Manager Dwyer said:

"The Southern States are, or ought to be, an ideal field for the man who is interested in furthering the cause of motor bus transportation. Now that roads everywhere are being improved, the opportunities for establishing bus lines in the South are growing rapidly.

"For most of the time throughout the year riding in a bus in the South is more comfortable than riding on a train, for one gets the fresh air and can be comfortably cool. Even in winter, unless the roads are bad, the bus is more comfortable for short trips than any other mode of transportation.

"The bus is gaining the allegiance of the people in this state wherever it makes its appearance. The people consider it a great convenience because they are not forced to make long journeys to the train stations.

"If bus lines in Alabama continue to be received with the enthusiasm that they have caused so far I will predict that within five years there will be bus lines running on all of the principal highways in the state and that people preferring that mode of travel will find it possible to go on a bus to any part of the state that they can now reach by train or by private motor driven conveyance."

Truck Fees Jumped 100 Per Cent in Bay State

Motor truck dealers have just received copies of the new law governing fees for commercial vehicles beginning with 1926. The minimum has been jumped from $10 to $20. The law provides that all vehicles used in carrying freight, goods, merchandise shall pay 50 cents per hundred pounds, which includes both the vehicle and the maximum carrying capacity. The present law provides for a flat rate of $10 per ton. Under the new law the five-ton trucks with their chassis and bodies weighing about as much as the carrying capacity will pay about $100. This is an increase of 100 per cent.

Automotive Parts and Accessory Prospects Bright for Last Half

The automotive parts and accessory industry is proceeding at a strong and steady pace as the mid-summer season approaches. May business showed a less than normal seasonal decline from the April peak and June and July prospects are good. It is also indicated that business for the last half of the year will exceed the final six months of 1924 and that net profits of 1925 will be better than they were last year.

These statements are contained in the Business Bulletin for June just issued to members by the Motor and Accessory Manufacturers' Association.

U. S. Department of Commerce Production Figures

(Number of Machines)

	Passenger Cars			Trucks		
	1923	1924	1925	1923	1924	1925
January	228,872	293,824	212,921	20,569	30,741	28,147
February	260,336	343,460	252,803	23,352	32,910	34,412
March	327,059	357,045	332,151	36,737	36,444	45,096
April	351,649	346,405	391,302	39,759	37,948	47,815
May	358,685	286,324	382,714	45,829	35,314	43,303
June	344,026	225,079	.....	42,568	29,067	.....
July	303,544	244,544	.....	31,830	26,391	.....
August	318,888	255,232	.....	32,311	28,647	.....
September	302,352	263,528	.....	29,721	31,960	.....
October	338,485	260,881	.....	31,612	32,475	.....
November	288,813	204,343	.....	29,255	27,905	.....
December	279,864	182,099	.....	28,990	27,542	.....
Total	3,702,569	3,262,764	.....	392,533	377,344	.....

General Motors Buys Yellow Cab

Resources of Firms Are Expected to Increase Economies and Distribution

ACCORDING to an announcement made by Alfred P. Sloan, Jr., president of General Motors Corporation, control of the Yellow Cab Manufacturing Company will soon pass to his company under the terms of a deal which have been under discussion for several weeks and which are now subject to acceptance by the stockholders of the Yellow Cab Company. The property transferred will have an aggregate net book value of $16,000,000, including about $10,500,000 of net working capital.

Details of the merger contemplates a readjustment of the capitalization of the Yellow Cab Manufacturing Company and the sale to it of all of the stock of a new corporation, to which General Motors Corporation will transfer the plants and other assets embraced in the General Motors Truck division.

The truck division properties of General Motors, appraised at $10,811,310 and in addition, a payment of $5,188,690 in cash will be turned over to the new company by General Motors. In return, General Motors will receive 800,000 shares of $10 par value common stock of the new company.

The new company will have 200,000 shares of 7 per cent cumulative preferred stock; 600,000 shares of Class B stock of $10 par, and 1,000,000 shares of common stock of 010 par. The present $675,000 of Yellow Cab Class A stock will be retired.

Stockholders of the Yellow Cab Manufacturing Company will receive one new share of Class B stock and one quarter share of new preferred stock for each share now held. The new Class B stock will have a right to preferential cumulative dividends to the amount of 75 cents a share a year for a three-year period. Holders of common stock will be entitled to similar dividends after the first obligation s met. Both the new Class B and common stock will have equal voting power.

The name of Yellow Cab will be changed to Yellow Truck and Coach Manufacturing Company.

John D. Hertz, head of the Yellow Cab Company, will be chairman of the board of the new company, and John A. Richie wll be president.

"The Yellow Cab Manufacturing Company," said Mr. Sloan, in connection with the consolidation, "apart from its position in the taxicab business, occupies a strong position in the bus field. A merger of the General Motors truck business with the business of that company is calculated to result in material economies in the manufacturing end and distribution end of both of these lines of business."

Mr. Hertz considers that the acquisition of the General Motors facilities will immediately enable the Yellow Cab Company to become a leading factor in the truck business and will secure to it at once the facilities and resources connected with the General Motors Corporation.

states.

through route to and from New York.

States.

Good Roads Show to be in Chicago, Jan. 11-15

Convention to be Divided Into Two Divisions. Engineering and Construction. To Excel 1925 Show

THE Annual Convention and Road Show of the American Road Builders' Association will be held January 11th to 15th, 1926, in Chacigo. The Road Show, which has been steadily increasing in size for the last few years, will once more be held in the Coliseum and adjoining buildings.

Before deciding to go back to Chicago, the Executive Committee of the American Road Builders' Association canvassed the country thoroughly. It was found, however, that at the present time Chicago is the only city which can meet the specifications of the American Road Builders' Association in regard to hotel accommodations and exhibition space for heavy machinery. At the show held last January, more than three hundred carloads of machinery were displayed and the registration list showed that more than 16,000 persons interested in the various phases of highway construction and maintenance were in attendance.

W. H. Connell, Engineering Executive and Deputy Secretary of the Pennsylvania Department of Highways, the new president of the Association, has announced that the convention will be carried on in two divisions, one covering the engineering side of road building, and the other the construction side. These two divisions of the convention will be in session simultaneously in adjacent rooms. By handling the program in this manner, those interested in engineering can devote their entire time to engineering subjects, while those whose main interest is in construction may keep their attention fixed on that phase of the work.

An effort will be made this year to increase the attendance from foreign countries by issuing official invitations requesting other nations to send delegates and special arrangements will be made for their entertainment. Invitations also will be extended to the Pan American Highway Commission and to the delegates who attend the Pan American Road Congress in Buenos Aires this fall.

In addition to the convention and road show, the usual entertainment program will be provided.

Graham Bros. Assembly Plant in California

The Graham Brothers assembly plant recently established at Stockton, California and which has been in operation since June 18, will supply the needs of dealers and distributors along the Pacific Coast and adjoining states, it was said at the factory today. The plant, equipped with the latest mechanical means for assembling, covers 38 acres of ground.

Increase in the sales and to provide better help in the servicing of Graham Brothers trucks now operating in that district was responsible for building the plant. Parts will be shipped from the factory here while knock-down bodies covering every style of Graham Brothers design will be shipped from the factory at Evansville, Ind.

Figures released by factory officials show that for the first five months of 1925, business in the district increased 107.3 per cent over that for last year, while that for the entire country showed a 76 per cent increase. During all of 1924, the district absorbed 11 per cent of the total output of Graham Brothers trucks.

Motorized Fire Equipment Forges Ahead

The old-fashioned hand or horse-drawn fire cart is rapidly being discarded by small communities and towns. The inadequacy of such equipment to combat fires effectively has been demonstrated too often with disastrous results.

Motorized units afford the greatest measure of protection against fire. With motorized equipment, the needs of the small city and town are cared for at a low initial cost and small maintenance expense.

That the small town is now adopting this kind of protective measure more rapidly than in previous years is indicated by the large number of equipments which the Foamite-Childs Corp., Utica, N. Y., has in production for early summer delivery.

Montreal Buys Fourteen Coaches

Fourteen coaches to cost $146,818 have been ordered by the Montreal Tramways Company, for the bus service which it intends to operate beginning in August. The Tramways Commissions authorized the outlay by the company, which placed orders in three different concerns.

Six are to be bought from the White Company Limited, Montreal, at $9,550 delivered here; four from the Six-Wheel Company of Philadelphia, at $12,968 including delivery, duty, and sales tax, and four from the Yelow Coach Company of Chicago, at $11,661.52.

Montreal is served by 14 autobus routes over which run eighty-three buses owned by thirty-eight proprietors. Each car must pay a $50 license fee to the city, which aggregates $4,150 annually.

$34,000,000 Available for California Highways

After careful analysis of the accounts of the department, and a reasonable estimate of funds from gas and motor license fees, W. F. Mixon, secretary of the California Highway Commission, has issued an authentic statement of the financial probabilities for highway disbursements for the coming two years.

In outlying its construction program and the monies available from the various sources there will be a total of $34,074,000 available for all purposes of highway work from July 1st, 1925, to June 30th, 1927, in the State of California. Of this sum $9,225,000 has already been let out for contract and work orders.

Manufacturer Backs Used Cars Sold by Its Dealers

Plan Designed to End Dickering and Jockeying on Sale Prices. Will Help Solve Used Car Problem

STUDEBAKER has placed before its dealers a plan for stabilizing their used car business that is a far step in solving the used car problem.

This plan will enable the dealer to put squarely behind his used car business the name and integrity of the Studebaker Corporation of America.

To make this available, the dealer must execute and live up to the following pledge:

Pledge to the Public on Used Car Sales

1. All used cars offered to the public shall be honestly represented.

2. All Studebaker automobiles which are sold as CERTIFIED CARS have been properly reconditioned, and carry a 30-day guarantee for replacement of defective parts and free service on adjustments.

3. Every used car is conspicuously marked with its price in plain figures, and that price, just as the price of new cars is rigidly maintained.

4. Every purchaser of a used car may drive it for five days, and then if not satisfied for any reason, turn it back and apply the money paid, as a credit on the purchase of any other car in stock—new or used.

Not only to the public, but also to the Studebaker Corporation of America, whose cars we sell, we pledge adherence to the above policy in selling used cars.

(Signed) By The Dealer.

This pledge is to be signed and delivered to the Studebaker Corporation, and maintained conspicuously in the dealers' stores. The dealer will be checked up continuously by the corporation's field men.

To the dealer, this means future dealing in definite merchandise on a fixed and unchanging price basis, and the end of dickering and jockeying on sale prices; of establishment of a repute in the community as a dependable merchant, because the goods he sells are backed up like any other dependable merchandise.

For the purchaser, it means knowledge of exactly what he is buying, and of the fact he is getting the same established price on it that any other buyer would pay. The unused mileage in the car has been made fully available and the mechanical condition of the car is sound and trustworthy.

Such a dealer will be selling preferred merchandise of definite character in a field of uncertainty and doubt, and his used car business will lose its "hoss-trading" aspect and become, what it should be, straight merchandising of definite values.

Harry Tipper Joins General Motors as Sales Manager

Harry Tipper, secretary of the Chilton Class Journal Co., will become general sales manager of the General Motors Export Co. on July 15. He has been engaged in sales and marketing work for 15 years, following his early work in engineering and shop management in England.

In 1908 he joined the Texas Co. as sales engineer and later became manager of The Automobile (now Automotive Industries). As secretary of the Chilton Class Journal Co. his work has consisted largely of market analyses in connection with automotive products, merchandising and sales supervision.

Mr. Tipper has been president of the Association of National Advertisers, the Advertising Club of New York, the Technical Publicity Association and the New York Business Publishers Association. He has written several standard books on marketing, including "The New Business" and "Advertising Campaigns," and he was co-author of "Advertising, Its Principles and Practice."

U. of M. Summer Courses in Highway Transport Commenced June 22

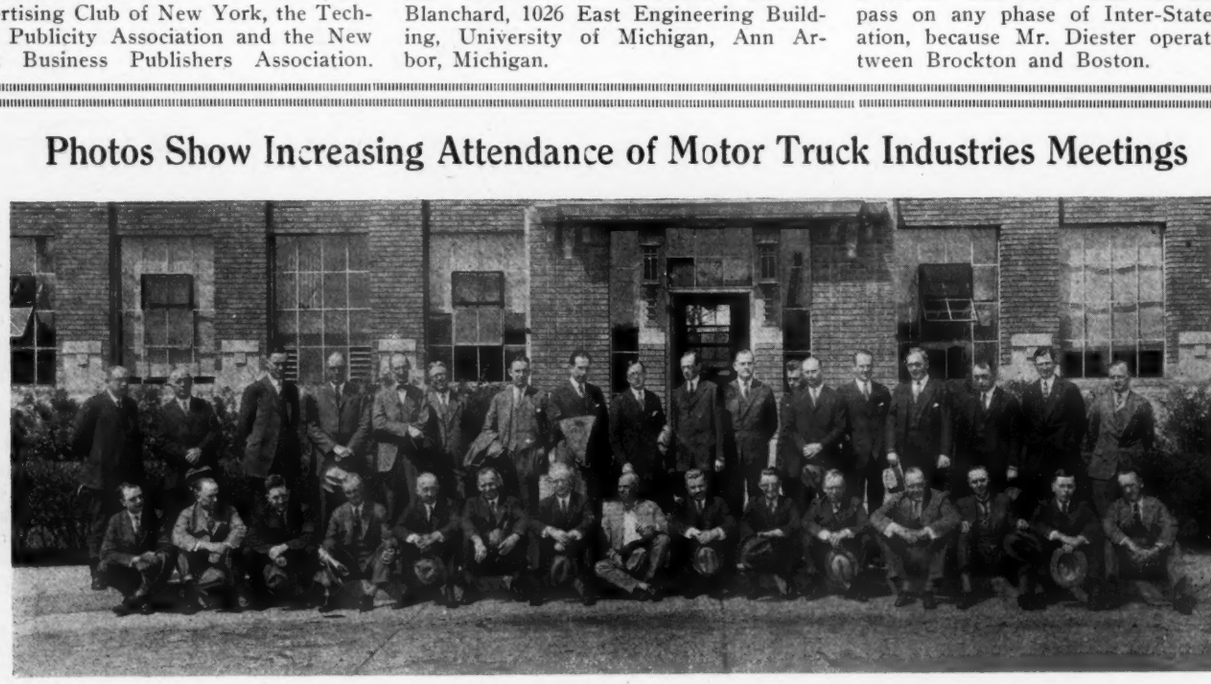
Beginning June 22, the University of Michigan started courses in the fundamentals of highway engineering, including economics, financing, administration, legislation, design on highways, and the construction and maintenance of the different types of roads and pavements.

The Highway courses are given under the direction of Professor A. H. Blanchard, 1026 East Engineering Building, University of Michigan, Ann Arbor, Michigan.

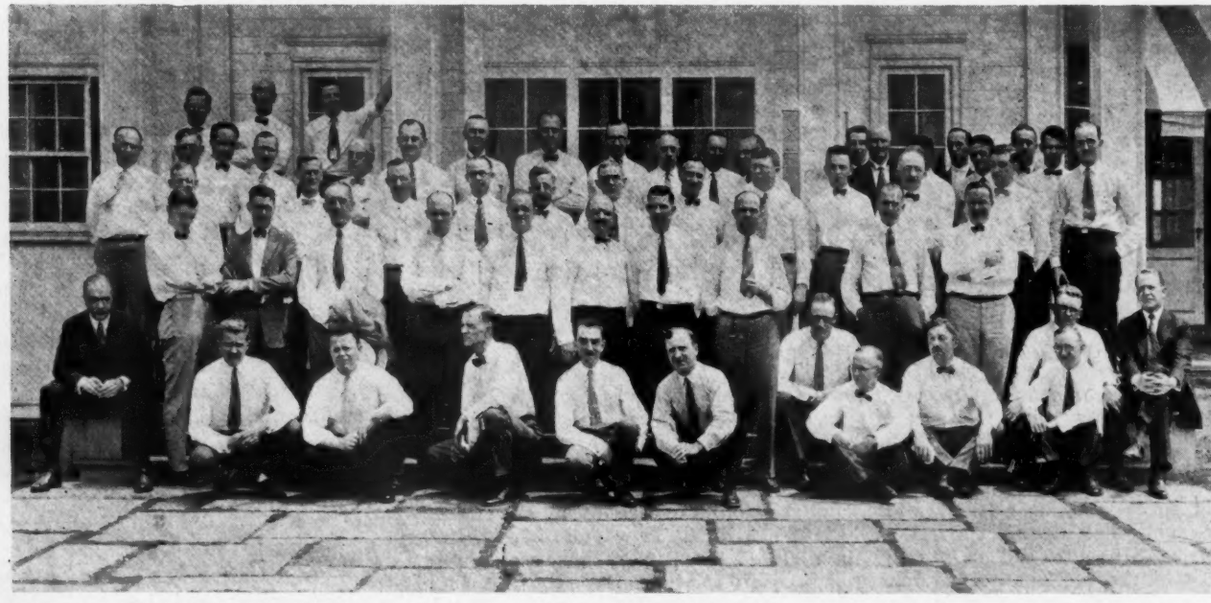
New Decision May Affect Sales in Massachusetts

In declaring buses operated on the highways of Massachusetts without licenses from cities and towns outlaws, and granting the New York, New Haven & Hartford Railroad's petition for an injunction against Fred A. Diester, the Supreme Court here has settled a phase of a controversy that has been teetering for more than a year. The decision will have an important bearing upon motor bus operation in the Bay State, and also upon the sale of buses and coaches, for a number of lines have been operating similar to the one owned by Mr. Diester, and now they will either have to stop or be subject to criminal prosecution, according to this decision. The court was not asked to pass on any phase of Inter-State operation, because Mr. Diester operated between Brockton and Boston.

Photos Show Increasing Attendance of Motor Truck Industries Meetings



At the Plant of Service Motors, Inc., Wabash, Ind., April 23rd



Hotter Weather and a Larger Crowd—Spicer Mfg. Co., Plays Host to Members at Plainfield Country Club, June 6th. Next Meeting, September 16th, at the Plant of the Clarke Equipment Co., Buchanan, Mich.

Commercial Car Specifications—Corrected Monthly

The Specifications, Chassis Prices, Etc., Are Corrected Each Month From Data Supplied Direct by the Makers. Gasoline Tractor-Trucks Will be Found at the End of Gasoline Commercial Cars

Those Chassis Which Are Sold and Recommended for Passenger Transportation Are Designated in the Following Table by Reference Sign (§) in Front of the Name

For Specially Designed Motor Bus Chassis See Pages 42 and 43 **See Table for Replacement Data. Truck Frame Dimensions Are Included in Same Table**

(Where prices are not given it is because we have been unable to get them from authoritative sources)

For full name and address of manufacturer and information regarding complete line see page 51

Trade Name and Model	General				Engine								Electrical System		Clutch		Gearset			Universals (Make)	Rear Axle			Gear Ratios		Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Tire Size §§ Front (inches)	Tire Size §§ Rear (inches)	Make and Model	Bore and Stroke (inches)	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Make	Type	Make and Model	Location	No. of Forward Speeds		Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low						
1000 Pounds																																
Chevrolet Sup.Com.Ch	425	103	30x3½*	30x3½*	Own	3¼x4	21.7	H	PS	Non	Har	Car	V	Rem	Rem	Own	P	Own Sup	U	3	Own	Own Sup	S	½	3.81	12.7	A	Own Sup	S.S	Own	Hay	Jax	1500
Overland..91	395	100	30x3½*	30x3½*	Own 91	3½x4	19.6	L	PC	Non	Own	Til	G	A-L	A-L	B&B	P	Own 91	U	3	Own	Own 91	B	½	4.50	17.6	A	Own 91	Own	Own	Hay	Hay	1472
1500 Pounds																																
Dodge Brothers	705	116	32x4*	32x4*	Own	3⅞x4½	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	Own	D	Own	U	3	Own	Own	S	½	4.54	18.9	A	Own	Own	Own	Kel	Kel	1992
Rainier...R-31	1970	125	35x5*	35x5*	Con N	3¾x5	22.5	L	PS	Non	Har	Zen	V	Eis	Non	B-L	D	B-L 30	U	3	Har	Tim 6258	W	½	6.75	22.5	A	Tim 1250	Per	Lav	Jon	Fir	2500
White 15	2150	133½	34x5*	34x5*	Own GK	3¾x5½	22.5	L	SP	Non	Own	Zen	G	.....	.....	Own	D	Own 15	A	4	Spi	Own 15	B	½	5.36	23.1	A	Own 15	.....	Own	Hoo	Fir	3225
Yellow Cab Mod T3	1295	109	29x4½*	29x4½*	Con V-7	3¾x5	22.5	L	PS	Non	Lon	Zen	G	Bos	N-E	B-L	D	B-L 30Y	U	3	Spi	Tim 5331	B	½	4.90	16.3	B	Tim 1341 Dey	Mar	Gem	Mot	Fir	2500
1 Ton																																
Acme Flyer	....	130	30x5*	30x5*	Con S4	4¼x4½	28.9	L	FP	Non	Per	Zen	V	A-L	A-L	B-L	D	B-L31	U	3	Blo	Col 52000	S	F	5.10	24.4	A	Col 5000S	Det	Ros	Smi	Fir	3000
Autocar F	....	107	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N †	Own	P	Own F	A	3	Spi	Own F	R	F	8 30	33.2	A	Own F	Del	Ros	Hoo	.....	3800
Autocar G	....	120	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N †	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3900
Available L-1	....	133	33x5*	33x5*	Her O	4 x5	25.6	L	PC	Non	Chi	Zen	G	Bos	Bos	B-L	D	B-L 30	U	3	Spi	Cla B307	B	½	5.6	23.4	A	Shu 5504	Tut	Ros	Bim	Fir	3100
Bessemer G	1550	124	35x5*	35x5*	Con N	3¾x5	19.6	L	PS	Non	Stn	Str	G	Bij	Bos	Ful	D	Ful SU–1	U	3	Blo	Tor Int	I	D	7.00	28.0	A	She 350	Per	Ros	Sch	Fir	3000
§Bethlehem KN	1595	125	33x5*	33x5*	Own KN	3½x5	19.6	L	FP	Non	Bus	Zen	V	Bos	G&D	B&B	P	Ful SU	U	3	Spi	Eat 1000	B	½	6.86	27.4	...	Eat 750	Mat	Ros	Van	Fir	2880
Bets J-3	1850	140	34x5*	34x5*	Own J-3	3¾x5½	22.3	L	...	Non	Chi	Zen	G	Bos	Bos	B-L	D	B-L 30	U	3	Pet	Tim 6352	W	½	.....	.....	A	Tim 1250	Mar	Ros	.....	Fir	3150
Biederman	....	138	34x5	34x5	Con 8R–6	3⅜x4½	27.3	L	PC	Han	Own	Zen	G	Del	A-L	B-L	D	B-L 31	U	3	Spi	Cla	B	½	5.5	27.	A	Shu	Mat	Ros	Cla	Fir	3200
Casco A	1700	130	34x5*	34x5*	Bud WTU	3¾x5½	22.5	L	PC	Non	G&O	Zen	V	Bos	Bos	Ful	D	Ful SUI	U	3	Spi	Col 52000	S	¾	5.85	23.4	A	Col 5000	Per	Woh	Aro	Fir	3200
§Chevrolet Sup	550	120	31x4	34x4½*	Own Sup	3¼x4	21.7	H	PS	Non	Har	Car	V	Rem	Rem	Own	P	Own Sup	U	3	Own	Own Sup	S	½	6.33	21.0	A	Own Sup	S.S	Own	Hav	Jax	1900
Corbitt E	....	130	34x3½‡	34x4‡	Con N	3¾x5	22.5	L	PS	Non	McC	Str	V	Eis	Bij‡	B-L	D	B-L 31	U	3	Spi	She W1501	W	½	7.80	25.9	A	She 33FA	She	Ros	Bim	.....	3730
§Diamond T75	....	130	30x5*	30x5*	Her OX	4 x5	25.6	L	PC	Non	G&O	Zen	G	Apo	A-L†	Cov	D	Cov JUC	A	3	Spi	Col 52022	B	¾	5.12	18.6	A	Col 5083	Mat	Gem	StM	Fir	2825
Dorris K-2	2490	Opt	33x5*	33x5*	Own	4 x5½	25.6	H	PS	Non	Mod	Str	V	Bos	Wes	Own	D	W-G	U	3	Spi	Tim 5512	B	½	4.23	15.6	A	Tim 1250	Row	Ros	Mun	.....	2000
Duplex G	....	132	33x5*	33x5*	Bud WTU	3¾x5½	22.5	L	PC	Non	Mod	Zen	V	Wes	Wes	B-L	D	B-L	U	3	Pet	Tim	B	½	5.50	22.0	A	Tim 1250	Pen	Ros	Mct	Fir	3300
Federal Knight	1095	124	32x4½	32x4½	Kni	3⅝x4½	21.0	S	PC	Non	Own	Zen	G	Eis	A-L	B&B	P	Own	U	3	U-M	Tim 5310	B	½	6.11	22.3	A	Own	Mat	Gem	Mot	Fir	2400
§Ford T	365	123	30x3½*	30x5	Own T.T.	3¾x4	22.5	L	SP	Non	Own	Own	G	Own	Own	Own	D	Own TT	U	2	Own	Own TT	W	½	Opt	19.9	B	Own TT	Own	Own	Own	Own	1572
Fulton A	1495	130	35x5*	35x5*	Bud WTU	3¾x5½	22.5	L	PC	Non	Liv	Zen	G	Sim	Dyn	Cov	D	Cov JUC	U	3	Spi	She W1002	W	½	6.10	.....	A	Col 5038	Row	Lav	Hco	Fir	3600
§Garford 15	....	132	34x5*	34x5*	.....	3½x5½	21.0	L	PC	Non	.....	.....	G	.....	.....	.....	D	Own 15	U	3	.....	.....	W	½	6.50	.....	A	Own 15	.....	.....	.....	.....	3500
§Gary W.D	1590	132	35x5	35x5	Bud WTU	3¾x5½	22.5	L	PC	.....	Chi	Str	V	Eis	Rem	Ful	D	Ful TU¾	U	3	Blo	Tim 5511	W	½	5.50	24.7	A	Tim 1250	Det	Ros	Pru	Gdy	3200
§GMC K-17	....	136	34x5*	34x5*	Own K-17	3 x6	20.3	L	FP	Own	McC	Mar	G	Eis	Rem	Own	D	Own K-17	U	3	U-M	Own K-17	B	¾	6.1	21.9	E	Own K-17	Own	Own	Kel	.....	3433
Gotfredson 20 B	....	131	33x5*	33x5*	Bud WTU	3¾x5½	22.5	L	PC	Non	McC	Zen	V	Rem	Rem	B&B	P	B-L 20	U	3	Spi	Cla-B307	B	½	5.00	15.0	B	Sal 1546-E	Det	Gem	Van	Fir	3300
§Graham BB	1095	130	33x5	33x5*	Dodge	3½x4½	24.0	L	PS	Non	McC	Ste	V	N-E	N-E	Dod	D	Dod	U	3	U-P	Own	S	½	5.10	21.2	A	Dod	Det	Dod	StM	Fir	2630
Gramm-Bern.10	....	129	33x5*	33x5*	Lyc CT	3¾x5	22.5	L	PC	Non	Own	Zen	G	A-L	A-L	Mun	D	Mun AS11T23N	U	3	Pic	Sal 1483	B	¾	5.85	23.4	B	Sal 1453	Per	Ros	Ind	Fir	2370
Grass Premier 40	1550	130	30x5	30x5	Lyc CT	3¾x5	22.6	L	PC	Non	Chi	Str	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Cla B366	S	½	5.1	21.2	B	Con	Det	Ros	Van	Fir	2370
Hug TA	1400	118	34x5	36x6	Bud WTU	3¾x5½	22.5	L	PC	Non	Per	Zen	V	Bos	Non	Ful	D	Ful	U	3	Blo	Cla	R	½	6.28	25.12	A	Col	Tut	Ros	Std	Fir	2690
Indiana 11	....	129°	34x5*	34x5*	Her OX	4 x5	25.6	L	PC	Non	McC	Str	G	A-L	A-L	B&B	P	B-L 31	U	3	Blo	Cla 307	S	½	5.66	22.6	A	Sal D	She	Ros	Bim	Fir	3300
Internt'l "S"	....	124	32x4½*	32x4½*	Lyc-Spec	3½x5	19.6	L	PC	Non	Lon	Zen	G	Con	A-L	Mun	D	Mun	U	3	Sne	Fat	I	D	5.38	21.5	A	Tor 75	.....	CAS	Opt	.....	2750
Kenworth O8	2150	131	30x5	30x5	Bud WTU	3¾x5½	22.5	L	PC	Non	Own	Str	V	Rem	Rem	B-L	D	B-L 31	U	3	Spi	She W 1002	W	½	6.00	28.8	A	She 33FA500	Lah	Ros	Smi	Fir	4100
King-Zeitler	2050	134°	34x4‡	34x5‡	Con S4	4¼x4½	28.9	L	FP	Non	Chi	Str	G	Eis	Bos‡	B-L	D	B-L 31	U	3	Pic	Tim 6258	W	½	6.75	32.4	A	Tim 1460	Mar	Gem	Bim	Fir	3750
Kissel	1585	140	34x5*	34x5*	Own	3¾x5½	24.1	L	SP	Non	McC	Str	V	Rem	Rem	W-G	D	W-G T38L	U	3	Spi	Tim 6258	W	...	6.2	22.8	A	Tim 1452	Mat	Jac	Std	Sch	3780
Kleiber	2600	130	34x4	34x6	Con J4	3¾x5	22.5	L	FP	Non	R-T	Str	V	Bos	Non	B-L	D	B-L 35	U	4	Spi	Tim 6462	W	½	6.75	.....	A	Tim	Bet	Ros	Smi	Fir	.....
LeMoon GP-1	....	151	34x5*	34x5*	Con S4	4¼x4½	28.9	L	FP	Non	Chi	Str	G	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Cla B307	B	½	5.6	.....	A	Tim 1250	Tut	Ros	StM	.....	2700
Luedinghaus	....	130	34x4½*	34x4½*	Wau X	3½x4½	19.6	L	PC	Non	Own	Zen	G	Spl	Dyn	B&B	P	D-G D-Y	U	3	.....	Wis 800G	W	½	.....	.....	A	Col 5000	.....	Lav	.....	Fir	2850
§Menominee	....	132	35x5*	35x5*	Wis SU	4 x5	25.6	H	PC	Non	Per	Zen	G	Eis	Bos	B&B	P	Det KY400	U	3	Spi	Col	S	½	4.58	18.3	A	Col	Per	Lav	Std	Fir	2925
Moreland R-R	1875	130	34x5*	34x5*	Her OBX	4 x5	25.6	L	PC	Non	Own	Zen	G	A-L	A-L	B-L	D	B-L 31	U	3	Pet	Tim 5518	B	½	5 37	22.0	A	Tim 1250	U-S	Ros	.....	Fir	3335
Moreland RC	2280	180	32x6*	32x6*	Her OBX	4 x5	25.6	L	PC	Non	Own	Zen	G	A-L	A-L	B-L	D	B-L 30	U	3	Pet	Tim 5512	B	½	5.37	22.0	A	Tim 1250	U-S	Ros	Own	Gdy	3850
§Nash 2018	1595	130	34x4‡	34x5‡	Own 4	3¾x5½	22.5	L	F	Sim	Lon	Str	G	Eis	A-L	B&B	P	D-G C	U	3	Own	Cla 1-D	I	D	6.80	21.8	D	Own 2018	Har	Lav	A-W	.....	3400
Noble A-76	1775	143	34x5*	34x5*	Bud WTU	3¾x5½	22.5	L	PC	Non	Chi	Zen	V	Spl	Bos	Ful	D	Ful LTU4	U	3	Blo	Cla B-360	B	½	6.28	25.1	B	She 33FA	Tut	Ros	Bim	Fir	3400
O. K. O	1575	131	33x5*	33x5*	Bud WTU	3¾x5½	22.5	L	PC	Non	Own	Zen	V	Eis	Dyn	Ful	D	Ful LTU	U	3	Har	Tim 6250	W	½	6.75	.....	A	Tim 1250	Tut	Ros	Mot	Fir	3250
Ogden A2	....	125	34x5*	34x5*	Con N	3¾x5	22.5	L	PS	Non	Chi	Zen	V	Eis	Rem	B-L	D	B-L 30	U	3	Pic	Tim 6258	W	½	5.60	18.6	A	Tim 1250	Tut	Ros	Bim	Gdy	3100
Penn	750	122	30x3½*	32x4½*	Overland	3½x4	19.6	L	...	Non	Own	Til	G	A-L	A-L	B&B	P	Own	U	3	Own	She	W	½	5.50	20.0	A	Own	Own	Own	Sch	Fir	2175
Rainier R-29	2150	133	35x5*	35x5*	Con N	3¾x5	22.5	L	PS	Mon	Har	Zen	V	Eis	Bos‡	B-L	D	B-L 30	U	3	Spi	Tim 6258	W	½	6.75	22.5	A	Tim 1250	Per	Lav	Ion	.....	2700
Ruggles 16	....	122	30x5	30x5	Lyc CT	3¾x5	22.5	L	PC	Non	Per	Zen	G	Rem	Rem	B-L	D	B-L	U	3	Spi	Col 30000	B	¾	4.7	15.7	A	Col 3000	Det	Lav	Nor	Fir	2200
Sandow G	....	120	32x6	32x6	Bud WTU	3¾x5	22.5	L	PS	Non	Chi	Str	G	Eis	Non	Ful	D	Ful TU¾	U	3	Spi	Cla	W	...	5.5	23.4	A	Shu 310	.....	Ros	Opt	Fir	3000
Sandow GA	....	130	32x6	32x6	Her OX	4 x5	25.6	L	PC	Non	Own	Str	G	Bos	R-L	Ful	P	Ful TU¾	U	3	Spi	Cla	S	½	5.5	15.6	A	Shu 310	Mar	Lav	Dis	Fir	3000
Sanford W-612	....	151	33x5*	33x5*	Con8-R-6	3⅝x4½	27.3	L	PC	Non	R-T	Str	G	Con	Dyn	Ful	P	Ful	U	3	Spi	Sal E	B	¾	5.75	27.0	A	Sal E	She	Ros	StM	Fir	2960
Schacht	....	132	30x5*	30x5*	Wis SU	4 x5	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	D	Ful GU-7	U	4	Blo	Wis 60D	R	½	6.00	28.8	A	Shu 510	She	Ros			3755

For full name and address of manufacturer and information regarding complete line see page 51

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size §§ Front (inches)	General: Tire Size §§ Rear (inches)	Engine: Make and Model	Engine: Bore and Stroke (inches)	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Make	Clutch: Type	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
1 Ton—con'd																																	
Service 25F	....	132	30x5*	30x5*	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Own	Zen	V	Rem	Rem	B&B	P	B-L 30	U	3	M-E	Eat 1500	B	½	5.62	23.0	A	Shu 310	She	Ros	Smi	Fir	3670
Sterling DW-8	....	142	32x6	32x6	Own V	4 x5	25.6	L	PC	.....	Own	Zen	V	Eis	.....	B-L	D	B-L 31	U	3	Spi	Tim 6258	W	½	5.8	27.8	..	Tim 1250	Mat	Ros	.....	.....	4200
Stewart 16	1195	130	34x4½*	34x4½*	Lyc CT	3¾x5	22.5	L	FP	Non	Own	Zen	G	Rem	Rem‡	Ful	D	Ful SU-1	U	3	Spi	Cla B-365	B	¾	5.10	24.0	A	Col3008	Det	Gem	Ind	Fir	2700
§Transport 15	....	128	32x4½*	32x4½*	Con N	3¾x5	22.5	L	PS	Non	Mod	Zen	V	Rem	Rem	Ful	D	Ful SU-1	U	3	Blo	Col 51000	B	¾	5.10	20.4	A	Col 5000	Det	Lav	Mot	Fir	2950
United 15	....	125	32x4½	32x4½	Own	3½x5	19.6	L	PC	Non	Per	Zen	G	A-L	A-L	B-L	D	B-L	U	3	Blo	Col 30000	...	¾	5.1	.....	A	Col 3000	Det	Lav	.....	Fir	.....
Wachusett S	2400	152	34x5	34x5	Con 8R	3⅝x4½	27.3	L	PC	Non	G&O	Zen	V	Bos	Bos	B-L	D	B-L 30	U	3	Har	Tim 5511	W	¾	5.50	22.5	...	Tim 1250	Sav	Ros	Smi	Fir	3300
Wilcox AA	1900	130	35x5‡	35x5‡	Bud WTU	3¾x5⅛	22.5	L	PC	Dup	.....	Str	V	Bos	Wes‡	B-L	D	B-L 30	U	3	Spi	Rus 3600-B	W	½	7.70	25.8	A	Shu 350	She	Gem	.....	.....	3600
Yellow Cab T1	1450	130	33x5*	33x5*	Con V4	3¾x5	22.5	L	PS	Non	Lon	Zen	V	Bos	N-E	B-L	D	B-L 35	U	4	Spi	Tim 5516	B	½	5.37	17.3	B	Tim 1341EGO	Mar	Gem	Mot	Fir	3130
Yellow Cab T-1	1550	150	33x5	33x5	Con V4	3¾x5	22.5	L	PS	Non	Lon	Zen	V	Bos	N-E	B-L	D	B-L 35	U	4	Spi	Tim 5516	B	½	5.37	17.3	B	Tim 1341EGO	Mar	Gem	Mot	Fir	3210
1¼ Ton																																	
Autocar F	....	97	34x4‡	34x6‡	Own 2	4⅜x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N †	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3800
Autocar G	....	120	34x4‡	34x6‡	Own 2	4⅜x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N †	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3900
Biederman	....	154	34x6	34x6	Con 6M-6	3⅝x4½	27.3	L	PC	Han	Own	Zen	G	Del	A-L	B-L	D	B-L 31	U	3	Spi	Tim	W	½	7.2	35.0	A	Shu	Mat	Ros	StM	Non	3600
Brockway E	....	135	33x5	33x5	Wis SU	4 x5	25.6	H	FP	Non	G&O	Zen	V	Eis	L-N	B-L	D	B-L 30	U	3	Spi	Col 52024	B	¾	5.12	.....	A	Col	She	Gem	Hoo	Fir	3125
Brockway E7	....	153	32x6	32x6	Wis 6Y	3⅝x5	27.3	H	FP	Non	G&O	Zen	V	.....	L-N	B-L	D	B-L 30	U	3	Spi	Col 53000	B	¾	5.12	.....	A	Col	She	Gem	Van	Fir	4000
Clinton 20B	1980	150	30x5	30x5	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Own	Zen	V	Bos	Bos	B-L	D	B-L 31	U	3	M-E	Eat 1000	B	½	6.14	29.5	A	Shu 5405	Per	Ros	StM	Fir	3450
Clydesdale 10A	....	154	34x5*	34x5*	Con J-4	3¾x5	22.5	L	FP	Non	Own	Zen	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Tim 6258	W	½	6.75	32.4	A	Shu 1250	Per	Ros	Smi	Fir	3250
Corbitt 25	....	140	34x5	34x5	Con S4	4¼x4½	28.9	L	FP	Non	McC	Str	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	She W-1501	W	½	7.8	25.9	A	She EA500	She	Ros	Smi	Fir	4100
Diamond T 04	....	132	36x4	36x6	Hin HAA400	4 x5¼	25.6	L	FP	Non	G&O	Str	V	Bos	Non	Cov	D	Cov JUC	A	3	Spi	Tim 6258	W	½	6.25	22.47	A	Shu 510	Mat	Ros	StM	.....	4300
Eagle 101	1875	134	34x5*	34x5*	Bud WTU	3¾x5⅛	22.5	L	PC	Opt	Own	Zen	G	Eis	Bos‡	Cov	D	Cov C	U	3	M-E	Tor 1000	I	D	6.60	24.0	A	Col 5000	Cha	Ros	Std	Fir	3800
Federal R-3	1675	132	33x5*	33x5*	Con J-4	3¾x5	22.5	L	FP	Non	Own	Zen	V	Eis	Rem	B&B	P	Det	U	3	Pet	Tim 6250	W	½	5.60	18.7	A	Tim 1250	.....	Gem	Dis	.....	2950
Gramm-Bernstein 10	....	129	33x5*	33x5*	Lyc CT	3¾x5	22.5	L	PC	Non	Own	Zen	G	A-L	A-L	Mun	D	Mun AS11T23N	U	3	Pic	Sal 1483	B	¾	5.85	23.4	B	Sal 1453	Per	Ros	Ind	Fir	2370
Guilder B	1650	132	33x5*	33x5*	Bud WTU	3¾x5⅛	22.5	L	...	.....	G&O	Zen	G	Eis	Bos	B-L	....	B-L31	...	...	.....	Cla 366	...	...	5.5	.....	...	Shu 5405	Mer	Ros	Ind	Fir	3250
Guilder B-6	1750	132	33x5*	33x5*	Con 8R	3⅝x4½	27.3	...	...	.....	G&O	Zen	G	Eis	Bos	B-L	....	B-L 31	...	...	.....	Cla 366	...	...	5.5	.....	...	Shu 5405	Mer	Ros	Ind	Fir	3000
Hahn B2	1800	136	34x5	34x5	Her OX	4 x5	25.6	L	FP	Non	Chi	Str	G	Con	Bos	B-L	D	.....	U	3	Spi	Cla 365	B	...	6.00	.....	A	Wis 10A	She	Ros	Opt	Opt	2900
§Larrabee-Deyo X-2	1810	138	34x5*	34x5*	Con 8R-6	3⅝x4½	27.3	L	PC	Opt	Fed	Zen	G	Bos	Bos	B-L	D	B-L 31	U	3	Sne	Sal 148OE	B	¾	5.85	27.6	A	Sal D	She	Gem	Ind	Fir	3350
Maccar EX	....	138	34x5*	34x5*	Wis SU	4 x5	25.6	H	PC	Non	Own	Zen	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Sal 1526E	B	¾	5.85	28.0	A	Sal 1525E	Row	Ros	Van	Gdy	3400
Master 11	....	132	33x5*	33x5*	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Chi	Zen	G	Wes	Wes	Ful	D	Ful LTU8	U	3	Spi	Tim 5511	B	½	5.50	22.0	A	Tim	Det	Ros	StM	Fir	3200
Menominee HT	....	130	34x3½‡	36x5‡	Wis SU	4 x5	25.6	H	PC	Mon	Own	Zen	V	Eis	Bos	Det	D	Cot AAU	U	3	Spi	Wis	W	½	7.75	28.5	A	Shu	Tut	Ros	Std	Fir	3525
Northway Rocket	1390	138	32x4½	32x4½	Own R	3½x5	23.4	L	...	.....	Own	She	...	Bos	Bos	.....	...	.....	...	...	...	.....	W	½	6.25	22.6	A	Fli 50B	Mar	CAS	Bim	Jax	2750
Patriot 17R	....	129	35x5*	35x5*	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Mod	Zen	V	Bos	Bij	B&B	D	Cov MA	A	3	The	Tim 6258	S	½	4.70	17.3	A	Own	Pen	Own	Mot	Fir	3200
§Reo F	1185	128	33x5*	33x5*	Own F	4⅛x4½	27.2	D	PS	Non	Own	Joh	G	N-E	N-E	Own	D	Own	A	3	Own	Own	S	½	5.65	22.6	A	Eat	Mat	Jac	Nor	Fir	2705
Republic 75	....	124°	33x5*	33x5*	Lyc CT	3¾x5	22.5	L	PC	Non	Own	Str	V	Bos	Bos	Ful	D	Ful	A	3	Spi	Eat	S	¾	5.12	20.4	A	Col 5000	Det	Jac	Nor	Fir	2700
§Ruggles 20R	....	128	34x5*	34x5*	Her O	4 x5	25.6	L	PC	Non	Per	Zen	G	Rem	Rem	B-L	D	B-L 31	U	3	Blo	Col 53000	S	¾	5.12	20.4	A	Col 5000	Det	Jac	Nor	Fir	2950
Selden Pacemaker24	....	144	30x5	30x5	Her O	4 x5	25.6	L	PC	Non	Own	Str	G	Bos	Bos	B-L	D	B-L 31	U	3	.....	Cla	B	F	.....	.....	A	Cla	.....	Ros	Van	.....	3580
Selden Pacemaker26	....	144	30x5	30x5	Con 8R-6	3⅝x4½	27.2	L	PC	Non	Own	Str	G	Bos	Bos	B-L	D	B-L 31	U	3	.....	Cla	B	F	.....	.....	A	Cla	.....	Ros	Van	.....	3580
§Standard 75	....	134°	34x5	34x5	Con J 4	3¾x5	22.5	L	PS	Sim	Lon	Str	V	Eis	Bos‡	B-L	D	B-L 31	U	3	Spi	Tim 6250	W	½	5.60	24.3	A	Tim 1250	Ame	Gem	StM	Fir	3000
Stoughton C	....	131	34x4½*	34x4½*	Own	3⅝x4½	27.3	I	FP	Non	Chi	Zen	V	Rem	Rem	Det	D	Own	U	3	The	Col 53000	S	¾	5.87	20.0	A	Col 5300	Own	Ros	Bim	Gdy	2480
§U. S. U	....	138	34x5*	34x5*	Bud WTU	3¾x5½	22.5	...	PC	Non	Lon	Str	V	Bos	Bos	Ful	D	Ful SUI	U	3	Blo	Cla B	B	½	6.25	25.0	A	Shu 350	She	Lav	Sch	Fir	3400
United 25	....	131	30x5	30x5	Her OX	4 x5	25.6	I	PC	Non	Per	Str	G	Bos	Bos	B-L	D	B-L 31	U	3	Blo	Col 53000	B	¾	5.10	23.7	A	Shu 310	Det	Lav	Van	Fir	2910
Victor 25	1500	131	33x5*	33x5*	Her O	4 x5	25.6	I	FP	Non	Per	Zen	V	A-L	A-L	Ful	D	Ful SU12	U	3	Pic	Col 52000	S	¾	5.1	20.4	B	Col 5000	Det	Lav	Van	Fir	3000
1½ Ton																																	
§Acme 20L	....	136	34x5*	34x5*	Con 8R	3⅜x4½	27.3	L	PC	Non	G&O	Zen	V	Bos	Bos‡	B-L	P	B-L	U	3	Blo	Tim 6258	W	½	6.25	30.0	A	Tim 1452	Det	Ros	Bim	Fir	3500
§Armleder 30	....	148°	34x4‡	34x6‡	Her OX	4 x5	25.6	L	PC	Non	Own	Zen	V	Bos	Bos‡	B-L	D	B-L	U	3	Spi	Tim	W	½	7.25	39.0	A	Tim	She	Ros	StM	Gdy	4400
Atterbury 24R	2450	150°	34x4‡	34x6*	Bud KTU	4 x5¼	25.6	L	PC	Non	Own	Zen	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Tim 6462	W	¾	6.50	31.2	A	Tim 1460	S.P	Gem	Arc	Fir	4750
§Autocar F	....	97	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N †	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3800
§Autocar G	....	120	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N †	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3900
Available L-1½	....	154	34x4	34x5	Her O	4 x5	25.6	L	PC	Non	Chi	Zen	G	Bos	Bos	B-L	D	B-L 31	A	3	Spi	Cla B501	½	B	6.25	31.2	A	Shu 5504	Tut	Ros	Bim	Fir	3600
§Bessemer H2	....	144	36x3½	36x5	Con J4	3¾x5	22.5	L	PS	Non	Idl	Str	G	Bos	Bij	B&B	P	B-L 35	A	3	Blo	Wis	R	½	.....	.....	A	Shu 350	Per	Ros	Sch	Fir	3800
Bessemer H2S	2600	148	36x3½	36x5	Hin 400	4x5¼	25.6	L	FP	Non	Idl	Zen	V	Bos	Bij	B&B	P	B-L 35	A	4	Blo	Wis	R	½	Opt	.....	A	Shu 350	Det	Ros	Van	Fir	4050
Biederman	....	166°	32x5	32x5†	Con 6M-6	3⅜x4½	27.3	L	PC	Han	Own	Zen	G	Del	Del	B-L	D	B-L 31	U	3	Spi	Tim	W	½	7.75	38.0	A	Shu	Mat	Ros	StM	Non	4600
Bridgeport A	2350	144	34x4‡	34x6‡	Bud WTU	3¾x5½	22.5	L	PC	Non	G&O	Zen	G	Eis	Bos	B-L	D	B-L 30	U	3	Spi	Tim 6460	W	½	.....	.....	A	Shu 350	.....	Ros	Jon	.....	3000
Brinton C	2500	138	34x4	34x5	Con N	3¾x5	22.5	L	PS	Non	Bus	Str	G	Bos	Non	B-L	D	B-L	U	3	Spi	Tim 6560	W	¾	.....	33.6	...	Tim 1542	Tut	Ros	Sch	.....	3900
Clydesdale 12	....	152	32x6*	32x6*	Con 8R	3⅜x4½	27.3	L	PC	Non	Own	Str	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Tim 6258	W	½	6.75	32.4	A	Tim 1250	Per	Ros	Smi	Fir	3600
Clydesdale 14	....	174	32x6*	32x6*	Con 8R	3⅜x4½	27.3	L	PC	Non	Own	Str	V	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Tim 6258	W	½	6.75	32.4	A	Tim 1250	Per	Ros	Smi	Fir	3700
Columbia H	2175	140	34x4	34x6	Hin 300	3¾x5¼	22.5	L	PC	Hin	Lon	Str	V	Spi	Bos	Det	D	D-G	U	3	Spi	Vul	W	F	7.50	.....	...	Shu	Det	Own	StM	.....	3800
§Commerce Super 11	1625	142	34x5	36x6	Con S4	4¼x4½	28.9	L	FP	Non	Lon	Zen	V	Bos	Bos	Ful	D	Ful SU12	U	3	U-M	Cla B–501	S	½	5.5	22.0	A	Fli	Bea	Ros	Smi	Fir	3575
Concord EO	2500	135	34x5*	36x6*	Bud GBU	4 x5¼	25.6	L	...	.....	Own	.....	V	Bos	Bos	B-L	D	B-L	U	3	Spi	Tim 6352	W	...	6.2	.....	A	Tim 1452	.....	Ros	Arc	Fir	3500
Corbitt D-22	2150	140	34x3½‡	34x5‡	Con J-4	3¾x5	22.5	L	FP	Sim	McC	Str	V	Eis	Bos‡	B-L	D	B-L 31	U	3	Spi	She W-103	W	½	7.80	25.9	A	She D343	She	Ros	Bim	Fir	4150
Day-Elder G	....	128°	34x4‡	34x4‡	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Bus	Zen	V	Eis	Bos‡	B-L	D	B-L 20B	U	3	Spi	Tim 6258	W	½	6.25	20.7	A	Col 7018	She	Gem	Van	Fir	3600
Day Elder GST	....	128°	34x4‡	34x5‡	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Bus	Zen	V	Eis	Bos	B-L	D	B-L 20B	U	3	Spi	Tim 6258	W	½	6.25	20.7	A	Col 7018	She	Gem	Van	Fir	3600
Defiance	....	140	34x4	34x6	Wis CAU	3¾x5	22.5	L	PC	Non	Chi	Zen	V	Bos	Bos	Ful	D	Ful	U	3	Spi	Own	W	½	7.75	.....	A	She D343	Det	Lav	StM	Fir	3500
Denby 41	....	128	34x5*	34x5*	Her O	4 x5	25.6	L	PC	.....	Lon	Zen	G	A-L	A-L	Ful	D	Ful	U	3	U-P	Col	S	F	5.8	23.2	...	Con	Det	Ros	StM	Fir	3315
Diamond T–T2	....	144	36x4	36x6	Hin HAA 400	4x5¼	25.6	L	FP	Hin	G&O	Str	V	Bos	Non	Cov	D	Cov JUC	A	3	Spi	Tim 6462	W	½	7.25	28.09	A	Shu 510	Mat	Ros	StM	.....	4500
Diehl B	....	120	...	...	H–S 7000	3½x5	19.6	L	PS	Non	.....	Zen	G	Bos	Non	M-E	P	Dur O2500B	U	3	M-E	Tor S327	I	D	5.30	.....	...	Sal 1544E	Row	Ros	Way	Non	2500
Dixon D	2395	146	34x5	34x5	Con S–4	4¼x4	28.9	L	FP	.....	G&O	Zen	G	Bos	Bos	Ful	D	Ful GU-8	U	4	Spi	C.1	S	F	Opt	Opt	A	Tim 1520	S.P	Ros	StM	.....	3700
Duplex GH	....	138	35x5*	36x6*	Bud WTU	3¾x5½	22.5	L	PC	Non	Mod	Zen	G	Wes	Wes	Cov	D	Cov	U	3	Pet	She	W	½	6.50	26.0	A	She	Pen	Ros	Mot	Fir	3900
Federal 8-23	2150	144	36x3½‡	36x5‡	Con J-4	3¾x5	22.5	L	FP	Non	Own	Zen	V	Eis	Rem†	B&B	P	Own S23	A	4	Pet	Tim 6460	W	½	7.25	36 2	A	Own S-23	....	Gem	.....	.....	3900
Fisher Fast Freight	1295	146	30x5	32x6	Con S4	4¼x4½	28.9	L	FP	Non	Lon	Str	V	.....	Bos	Lon	D	Own	U	3	Blo	Col Spec	B	F	5.10	16.5	A	Col Spec	Ame	Gem	Own	Fir	3500

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For full name and address of manufacturer and information regarding complete line see page 51

Trade Name and Model	General: Chassis Price	Standard Wheelbase (inches)	Tire Size §§: Front (inches)	Tire Size §§: Rear (inches)	Engine: Make and Model	Bore and Stroke (inches)	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Make	Clutch: Type	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
2 Ton—Con'd																																	
Denby 33	....	144	36x3½	36x7	Con J-4	3¾x5	22.5	L	PC	.....	Lon	Zen	G	Eis	.....	Ful	D	Ful	2U	4	U-P	Cla	I	D	7.25	29.0	...	Con	Det	Ros	StM	.....	3740
Dixon	2800	146	34x4	34x7	Con S4	4¼x4½	28.9	L	FP	Pie	G&O	Zen	V	Bos	Bos	Ful	D	Ful GU7	U	4	Spi	Tim 6462	W	½	.....	.....	A	Tim 1520	S.P	Ros	StM	Fir	4450
Duplex A	....	160	34x4‡	36x7‡	Hin HAA	4 x5¼	25.6	L	PC	Non	Mod	Str	G	Eis	Wes	Cov	D	Cov RU3C	U	3	Pet	She W-103	W	½	7.75	30.0	A	She 33FA	Pen	Ros	Mot	Fir	4400
Eagle 104	2395	130	34x4‡	34x8	Bud KTU	4 x5¼	25.6	L	PC	Non	Own	Zen	V	Spl	Spi	B-L	D	Cov MUC	U	3	M-E	Rus 6005-I	I	D	8.31	.....	A	Col 7000	Cha	Ros	StM	Fir	4300
Fageol 235	3300	136	34x4	34x7	Wau FU	4 x5¾	25.6	L	PC	Wau	Own	Zen	V	Spl	Spi	B-L	D	Own A	U	7	Spi	Tim 6462	W	½	5.60	59.7	A	Tim 1460DXZ	Mat	Ros	.....	.....	5500
Forschler D	....	144	34x4	36x7	Con C-4	4½x5¼	27.2	L	PC	Dup	Own	Zen	G	Bos	Bos	Ful	D	.....	U	3	Har	.....	W	.....	.....	.....	...	.....	Own	Ros	Smi	Non	4735
Fulton C	1985	137	34x4	34x8	Bud WTU	3¾x5⅛	22.5	L	PC	Non	G&O	Zen	G	Sim	Non	Cov	½	Cov MUC	U	3	Spi	She W-103	W	½	8.66	.....	...	Col 7013	.....	Lav	Hoo	Non	4900
Gotfredson 41	....	146½	36x6*	40x8*	Bud KBUI	4 x5¼	25.6	L	PC	Sim	McC	Zen	V	RBo	Rem	B&B	P	B-L 35	U	4	Spi	Tim 6462	W	½	7.25	38.7	A	Tim 1460	Det	Gem	M-M	Fir	5300
Grass Premier 70	2650	144	34x5†	34x7†	Wau V	4 x5¼	27.2	L	PC	Opt	Chi	Str	V	Eis	Eis	B-L	D	B-L 35	U	4	Spi	Tim 6462	W	½	7.25	36.2	B	Con	Det	Ros	Bim	Fir	4400
Guilder E	2975	152	36x4	36x8	Bud GTU	4 x5¼	25.6	L	PC	Pie	G&O	Zen	G	Eis	Bos	B-L	D	B-L 51	U	4	M-E	Wis DD	W	½	7.75	41.0	...	Wis	Mer	Ros	Van	Non	5100
G.W.W	2250	147	36x6*	38x7*	Wis SU	4 x5	25.6	H	PC	Non	Own	Zen	G	Bos	Bos	Ful	D	B-L 51	U	4	Spi	Tim 6462	I	D	8.00	38.4	...	Shu 350	G-C	Lav	Bim	Fir	4100
Hahn K	2850	140°	36x4	36x7	Con K4	4½x5¼	27.2	L	FP	Pha	Chi	Str	G	Bos	Non	Ful	D	Ful	U	4	Spi	Tim 6462	I	D	8.00	.....	A	Tim 1520	She	Ros	Opt	Opt	4700
Hug H4	2175	118	36x6	36x6†	Bud WTU	3¾x5⅛	22.5	L	PC	Han	Per	Zen	V	Bos	Non	Ful	D	Ful	U	4	Spi	Wis	R	½	7.00	.....	A	Wis	Tut	Ros	Van	Fir	4260
§Indiana 20	....	150°	36x4	36x7	Own 40	4⅝x5½	30.6	L	PC	Pie	McC	Str	G	Eis	Rem‡	B&B	P	B-L 35	U	4	Spi	She W-103	W	½	7.75	41.5	A	She D-370	She	Woh	Bim	.....	5335
International 43	....	130	36x4‡	36x7‡	Own 43	3¾x5	22.5	L	SP	Own	Own	Own	G	RBo	Own	Own	D	B-L 35	U	4	Spi	She W-103	W	½	7.75	41.5	A	She D-370	She	Woh	Bim	.....	4790
Kearns N1	....	136°	34x4	34x7	Her O	4 x5	25.6	...	SP	.....	Own	Zen	...	Bos	.....	Ful	D	Own 43	A	4	Own	Own 43	I	D	9.00	53.1	B	Own 43	.....	Own	Own	.....	4790
Kenworth M	3100	150	36x4	36x7	Bud KBU	4 x5¼	25.6	L	PC	Non	Own	Str	V	Bos	Bos	B-L	D	B-L 35	U	4	Spi	She	W	.....	.....	.....	...	.....	.....	Ros	.....	.....	.....
Krebs 44	....	160°	36x4‡	36x7‡	Con S4	4¼x4½	28.9	L	PC	Pie	Own	Zen	V	Bos	Bos	B-L	D	B-L 35	U	4	Spi	She W-103	W	½	7.75	46.8	A	She D343	Lah	Ros	Smi	.....	4620
Krebs 46	....	160°	36x4‡	36x7‡	Con 8R	3⅜x4½	27.3	L	PC	Pie	Own	Zen	V	Bos	Bos	B-L	D	B-L 51	U	4	Spi	Tim 6462	W	½	8.75	46.8	A	Tim 1460	Mat	Ros	Smi	Fir	5000
LeMoon GP-2	....	Opt	34x4	34x7	Con S4	4¼x4½	28.9	L	FP	Non	Chi	Str	G	Bos	Bos	B-L	D	B-L 31	U	3	Spi	Tim 6462	W	½	8.75	35.0	A	Tim 1460	Mat	Ros	Smi	Fir	4800
Maccar V1	....	162	36x4	36x8‡	Wis TAU	4 x6	25.6	L	PC	Pie	Own	Zen	V	Eis	Bos‡	B-L	D	B-L 31	U	3	Spi	Tim 6460	W	½	7.75	.....	A	Tim 1520	Tut	Ros	StM	.....	6300
Maccar V-3	....	162	36x4‡	36x8‡	Wis UAU	4¼x6	28.9	L	PC	Pie	Own	Zen	V	Eis	Bos	B-L	D	B-L 35	U	4	Spi	Tim 6566	W	½	7.75	41.5	A	Tim 1526	Row	Ros	Day	.....	5300
§Mack AB	3300	146‡ °	36x4	36x4‡	Own AB	4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N–E‡	Own	D	Own AB	U	4	Spi	Tim 6566	W	½	7.75	41.5	A	Tim 1526	Row	Ros	Day	.....	5300
§Mack AB	3750	146‡ °	36x4	36x4‡	Own AB	4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N–E‡	Own	D	Own AB	U	4	Spi	Tim 6566	C	D	*6.99	33.8*	B	Own AB	Mer	Own	.....	.....	....
Moreland EC	3780	178	34x5*	34x5*	Con K-4	4½x5¼	27.3	L	FP	Non	Own	.....	G	Eis	A-L	B&B	P	D-G C	U	4	Spi	Tim 6566	R	F	*7.60	36.8*	B	Own AB	Mer	Own	.....	.....	....
§Nash...3018	2150	144	34x4‡	34x7‡	Own 4	3¾x5¼	22.5	L	PS	Sim	.....	Str	G	Eis	Non	B&B	P	Own 4017	A	4	Own	Own 4017	I	D	8.50	42.3	B	Own 4017	Mer	Ros	Bud	.....	4590
Nash 4017	2750	124	36x6	36x6‡	Bud HU	4½x5½	28.9	L	PC	Sim	.....	Str	G	Bos	Bos	B-L	D	B-L 30	A	4	Own	Own 4017	I	D	8.50	42.3	B	Own 4017	Har	Lav	.....	.....	6250
National M	....	137°	34x5*	36x6*	Wau Y	4 x5¼	25.6	L	PC	.....	Bus	Zen	G	Bos	Bos	Ful	D	Ful GU7	U	3	Spi	Tim 6460	W	½	7.00	23.3	A	Tim 1520	Mat	Ros	Van	Fir	4000
Noble B31	2900	162	36x4‡	36x7‡	Bud GTU	4 x5¼	25.6	L	PC	Pie	Chi	Str	V	Eis	Bos	Ful	D	B-L 30	U	3	M-E	She 103	W	½	8.66	41.5	A	She D-343	Tut	Lav	Bim	Fir	4850
O.K	2250	149	36x3½	36x5	Bud ITU	4 x5½	25.6	L	PC	Non	Own	Zen	V	Eis	Non	Ful	D	Ful GU7	U	3	Har	Wis 800H	W	½	9.33	.....	...	Shu 510	Tut	Ros	Bim	Gdy	4310
Oshkosh AW	3080	130	36x6*	36x6*	Wis SU	4 x5	25.6	H	PC	Dup	Own	Str	V	A-L	A-L	B-L	D	Ful TU3	U	4	Pet	Own AA	B	F	8.00	33.0	A	Own AA	Tut	Ros	Roy	Fir	4250
Oshkosh AAW	3180	165	36x6	36x6*	Wis SU	4 x5	25.6	H	PC	Dup	Own	Str	V	A-L	A-L	B-L	D	B-L 35	U	4	Pet	Own AA	B	F	8.00	33.0	A	Own AA	Tut	Ros	Roy	Fir	....
§Patriot X9L	....	146	36x4	36x7	Hin 400	4 x5¼	25.6	L	PC	Non	Own	Zen	V	Eis	Bij	Cov	B	Ful G7	A	4	The	Tim 6566	W	½	8.50	.....	A	Shu 510	Mar	Ros	Bim	.....	4400
Penn	2300	144	34x5	38x7	Bud WU	3⅜x5⅛	21.0	L	SP	Non	Ford	Hol	G	Ford	Ford	Hin	D	Hin	A	3	U-P	She W1002	W	½	7.75	.....	...	Ford	Row	Ford	Hoo	Gdy	2800
Pennford	775	138	30x3½	34x5	Himico	3¾x4	22.5	L	SP	Non	Ford	Str	P	Del	Del	Own	D	Own XA	A	4	Spi	Own XA	S.P	Ros	8.5	44.2	A	Own XA	S.P	Own	.....	Opt	6280
Pierce Arrow XA	3300	150	36x4‡	36x5	Own XA	4 x5½	25.6	T	FP	Own	Own	Str	V	Eis	Del‡	B-L	D	B-L 35	A	4	Spi	She W-103	W	½	7.75	41.5	A	She D-370	S.P	Ros	Jon	.....	4900
Rainier R28	3090	157	34x4‡	34x8‡	Con K4	4½x5¼	27.2	L	FP	Pie	Bus	Zen	V	Eis	Del‡	B-L	D	B-L 35	A	4	Spi	She W-103	W	½	7.75	41.5	A	She D-370	S.P	Ros	Jon	.....	5050
Rainier R28	3190	175	34x4‡	34x8‡	Con K4	4½x5¼	27.2	L	FP	Pie	Bus	Zen	G	RBo	Bos‡	B-L	D	B-L 35	U	4	Spi	Tim 6462	W	½	7.75	41.5	A	Shu 510	Del	Gem	Van	Fir	5060
Rehberger A	....	162	36x4	36x7	Bud KTU	4 x5¼	25.6	L	PC	K.P	Bus	Zen	G	RBo	Bos‡	B-L	D	B-L 35	U	4	Spi	Tim 6462	W	½	7.75	41.5	A	Shu 510	Del	Gem	Van	Fir	4000
Republic 11X	....	144°	34x4‡	34x6‡	Con J4	3¾x5	22.5	L	FP	Pha	Own	Str	V	Bos	Bos‡	Ful	D	B-L 31	U	3	Spi	Eat	I	D	7.20	28.8	B	Eat	Mat	Jac	Van	Fir	4000
Ruggles 41	....	148	30x5*	34x7*	Her O	4 x5	25.6	L	PC	Non	Per	Zen	G	Bos	Rem‡	B-L	D	Ful GU4	U	3	Spi	Wis 66F	R	F	7.00	37.4	A	Col 7000	Det	Jac	Nor	Fir	4250
Sandow JS	....	144	36x4	36x7	Her O	4 x5	25.6	L	PC	Non	Chi	Zen	...	Eis	Bos	Ful	D	Ful GU7	I	D	Spi	She W-103	I	D	8.66	.....	...	She 343	Own	Ros	.....	.....	....
Schacht J	2600	158	34x4	34x7	Wis SU	4 x5¼	25.6	H	PC	Non	Own	Zen	V	Bos	Non	Ful	D	Ful GU7	R	½	Spi	Wis 60D	W	½	7.00	33.6	A	Shu 510	She	Ros	.....	Non	4900
Selden 33	....	146	34x4‡	34x6‡	Con K-4	4½x5¼	27.2	L	FP	Pha	Lon	Str	G	Eis	Bos	B-L	D	B-L 35	U	4	Spi	Tim 6410	W	½	Opt	Opt	A	Tim 1454	Per	Ros	Van	Fir	4400
Selden 38	....	142	36x4	36x7	Own FU	4 x5¾	25.6	L	PS	Wau	Own	Zen	G	Eis	...	B-L	D	B-L 35	U	4	Spi	Tim 6462	W	½	6.5	34.8	...	Tim 1460	Mat	Ros	Hoo	.....	5180
Sterling DW-12	....	142	36x4	36x7	Own	4½x5¼	....	L	FP	Sim	Own	Zen	G	Eis	.....	B-L	D	B-L35	U	4	The	She W103	W	½	8.66	46.3	A	She D343	Own	Ros	Bim	Gdy	4600
Stewart 18	1890	160	34x4‡	34x6‡	Lyc C	4 x5	25.6	L	PC	Non	Own	Zen	G	Rem	Rem	Ful	D	Ful LTU-4	U	3	The	Cla B-501	W	½	6.28	25.1	B	Col	Det	Gem	Cla	Fir	3400
Stoughton D	....	140	36x4	36x7	Own	4½x5¼	....	L	FP	Sim	Own	Zen	G	Bos	Bos	Ful	D	Ful GU-10	U	3	The	Cla 1D	I	D	7.25	34.8	A	Col 7000	Det	Jac	Mot	.....	4300
Traffic 4000C	1695	132	34x3½‡	34x5‡	Con S4	4¼x4½	28.9	L	PC	Pie	Own	Zen	G	Eis	Rem‡	Ful	D	Ful GU7	U	4	Blo	Cla I-D	I	D	7.25	34.8	B	Col 7000	Det	Lav	Van	.....	3740
Transport 36	....	140	36x3½‡	36x6‡	Bud KTU	4 x5½	25.6	L	PC	Dup	Mod	Zen	G	Bos	.....	B-L	D	B-L 31	U	3	Blo	Wis 40	R	½	6.00	24.5	A	Shu 510	Det	Lav	Van	Fir	3810
United 32	....	148	34x4	34x7	Her OX	4 x5	25.6	L	PC	Non	Per	Str	G	Bos	.....	B-L	D	B-L 31	U	3	Blo	Wis 51	R	½	7.75	30.7	A	Shu 310	Det	Lav	Van	Fir	4550
§United 35	....	148	34x5*	34x7‡	Her OX	4 x5	25.6	L	PC	Non	Per	Str	G	Bos	Non	B-L	D	Ful LTU5	U	3	Blo	She W-103	W	½	8.75	35.0	...	Shu 350	She	Lav	Sch	.....	4550
§U.S. NW24	....	144	36x4‡	36x6‡	Bud WTU	3¾x5⅛	22.5	L	PC	Non	Lon	Str	G	Bos	Opt	Ful	D	Ful GU10	U	4	Blo	Wis 66	R	½	7.0	33.6	A	Shu 5410	Det	Lav	Smi	.....	4500
Victor 50	2100	142	34x4‡	34x7‡	Her OX	4 x5	25.6	L	FP	Pie	Per	Zen	G	Eis	.....	Ful	D	Ful GU10	U	4	Blo	Wis 66	R	½	7.0	33.6	A	Shu 5410	.....	Ros	.....	Fir	4800
Wachusett K	3200	154	.....	.....	Con K4	4½x5¼	27.2	L	FP	Non	G&O	Zen	V	Bos	Bos	B-L	D	B-L 35	U	4	Har	Tim 6460	W	F	7.75	41.5	...	Tim 1520	.....	Ros	.....	Fir	4800
White 20	2950	168	36x4‡	36x7‡	Own GK	3¾x5⅛	22.5	L	SP	Non	Own	Zen	G	.....	.....	Own	D	Own 20	A	4	Spi	Own 20	B	½	9.25	39.87	A	Own 20	.....	Own	.....	.....	4680
Witt-Will P	2650	168	36x3½	36x7	Con C-4	4½x5¼	27.2	H	FP	Pie	Own	Zen	G	Eis	Non	B-L	D	B-L 35	U	4	Spi	Tim 6460	W	½	7.10	.....	...	Tim 1520	Del	Ros	Arc	Fir	4600
2¼ Ton																																	
Larabee XH	3200	168	34x7	34x7	Con 6B-6	3¾x5	22.5	L	PC	Opt	Fed	Zen	G	Bos	Bos	B-L	D	B-L 31	U	3	Spi	She W–1501	W	½	6.50	26.7	A	She D 485	She	Ros	Smi	Fir	4450
Selden Roadmaster	....	154	32x6*	36x8*	Con 6B-6	3¾x5	33.7	L	FP	Non	Own	Str	V	Bos	Bos	B-L	D	B-L 35	U	4	.....	Cla 720	B	½	Opt	Opt	A	Tim 1452	.....	Ros	Van	Fir	4740
2½ Ton																																	
§Ace 56	3350	156°	36x4	36x8*	Bud EBU	4¼x5½	28.9	H	PC	Pie	Own	Zen	V	Eis	Wes	B-L	D	B-L 50	A	4	U-M	Tim 6566	W	F	8.50	45.5	...	Tim 1544B	Mat	Ros	Day	Fir	5650
Acorn 50	3250	156	36x4‡	36x8‡	Bud ETU	4½x5½	28.9	L	PC	McK	Chi	Zen	G	RBo	Non	B-L	D	B-L 51	A	4	Spi	Tim 6560	W	F	8.50	45.4	A	Tim 1542	Tut	Ros	Pru	.....	5500
Amer.-La France W	3950	Opt	36x4	36x7	Own 2R	4¼x6	28.9	L	PS	Own	Bus	Zen	V	Spl	Bos‡	B-L	D	Own 2R	A	4	Own	Own 2R	R	F	7.57	40.6	B	Own 2R	Mer	.....	Day	.....	6600
§Armleder 50	....	152°	36x4	36x8	Bud EBUI	4½x5½	28.9	L	PC	Han	Own	Zen	V	Bos	Bo■‡	B-L	D	B-L	A	4	Spi	Tim	W	F	9.25	49.5	A	Tim	She	Ros	StM	Gdy	5300
Atterbury 22C	3575	156°	36x4‡	36x4†	Con K-4	4½x5¼	27.2	L	FP	Pie	Own	Zen	V	Bos	Bos	B-L	D	B-L 51	A	4	Spi	Tim 6560	W	F	9.25	49.4	A	Tim 1544B	S.P	Gem	Arc	Fir	5670
Autocar H	....	114	34x6	36x10	Own H	4x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L–N‡	Own	P	Own Y	A	4	Spi	Own H	R	F	7.72	46.3	A	Own H	Del	Ros	Hoo	.....	5500
Autocar K	....	138	34x6	36x10	Own H	4 x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L–N‡	Own	P	Own Y	A	4	Spi	Own H	R	F	7.72	46.3	A	Own H	Del	Ros	Hoo	.....	5600
Available L-2½	....	152	36x4‡	36x8‡	Her O	4 x5	25.6	L	PC	Pie	Chi	Zen	G	Bos	Bos‡	B-L	D	B-L 35	A	4	Spi	Tim 6566	W	F	8.50	45 5	A	Tim 1544B	Tut	Ros	Bim	.....	5200
Bessemer J2	2995	158	36x4	36x8	Con K4	4¼x5¼	27.2	L	FP	Non	Idl	Zen	G	Bos	Bij	B&B	P	B-L 50	A	4	Blo	Wis	R	½	Opt	Opt	A	Shu 510	Per	Ros	Sch	Fir	4800

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For full name and address of manufacturer and information regarding complete line see page 51

Trade Name and Model	Chassis Price	General: Standard Wheelbase (inches)	Tire Size §§: Front (inches)	Tire Size §§: Rear (inches)	Engine: Make and Model	Bore and Stroke (inches)	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Carburetor (Make)	Fuel System	Fuel Feed	Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Make	Clutch: Type	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
3 Ton																																		
§Acme 60L	....	156	36x14‡	36x10	Con I-4	4½x5½	32.4	L	FP	Dup	G&O	Zen	V	G	Eis	Del‡	B&B	P	Cot R	U	4	Blo	Tim 6560	R	F	8.50	42.0	A	Tim 1540B	Det	Ros	Int	....	5050
Autocar H	....	114	34x6	30x10	Own H	4 x5½	25.6	L	SP	Pha	Own	Str	V	G	Bla	I-N‡‡	Own	P	Own Y	A	4	Spi	Own H	R	F	7.72	46.3	A	Own H	Del	Ros	Hoo	....	5500
Autocar K	....	138	34x6	30x10	Own H	4 x5½	25.6	L	SP	Pha	Own	Str	V	G	Bla	I-N‡‡	Own	P	Own Y	A	4	Spi	Own H	R	F	7.72	46.3	A	Own H	Del	Ros	Hoo	....	5600
Autocar HPDS	....	114	34x6‡	34x12‡	Own H	4 x5½	25.6	L	SP	Pha	Own	Str	V	G	Bla	I-N‡‡	Own	P	Own Y	A	4	Spi	Own H	R	F	8.72	63.5	A	Own H	Del	Ros	Hoo	....	6000
Brockway K13	....	153	36x4	36x8	Con K4	4⅛x5¼	27.2	L	FP	Pha	Bus	Zen	V	V	Eis	I-N	B-L	D	B-L 35	A	4	Spi	Tim 6566	W	F	7.75	....	A	Tim 1542	She	Ros	Day	Non	5260
Brockway K16	....	153½	36x4	36x8	Con K4	4⅛x5¼	27.2	L	FP	Pha	Bus	Zen	V	V	Eis	I-N	B-L	D	B-L 55	A	7	Spi	Tim 6566	W	F	7.75	....	A	Tim 1542	She	Ros	Day	Non	5260
Brockway KR	....	156	36x4	36x8	Con I-4	4½x5½	32.4	L	FP	Pha	Bus	Zen	V	G	Eis	I-N	B-L	D	B-L 55	A	4	Spi	Tim 6566	W	F	7.75	....	A	Tim 1542	She	Ros	Day	Non	5760
§Clinton 6B	3550	184	34x5†	36x5†	Bud ETU	4¼x5½	28.9	L	PC	K.P.	Own	Zen	V	V	Bos*	Bos	B-L	D	Ful	A	4	M-E	Tim 6566	W	F	8.50	45.5	A	Tim 1544B	Per	Ros	StM	Non	5925
Clydesdale 6	....	163	36x5	36x5†	Con I-4	4½x5½	32.4	L	FP	Own	Own	Zen	V	V	Bos*	Bos	B-L	D	B-L 51	A	4	Spi	Tim 6566	W	F	9.25	49.4	A	Tim 1544B	Per	Ros	Smi	Non	5700
Clydesdale 6X	....	163	36x4	36x5	Con K4	4½x5½	27.2	L	PC	Hin	Own	Zen	V	V	Bos	Bos	B-L	D	D-G	A	4	Spi	Tim 6566	W	F	9.50	....	A	Tim 1544B	Per	Ros	Smi	....	....
§Columbia K	3450	150	36x5	36x12	Hin 500	4¼x5¼	28.9	L	PC	Hin	Lon	Str	V	V	Spi	Bos	B-L	D	B-L 50	A	4	Spi	Vul	W	F	9.25	49.4	A	Shu	Per	Ros	Smi	....	5130
Concord JL	3600	170	36x6*	36x8	Bud EBU	4½x5½	32.4	L	PC	Pie	Mon	Str	V	V	Eis	Bos‡	B-L	D	B-L 50	A	4	Spi	Tim 6560	W	F	9.25	49.4	A	She 3FA10	She	Ros	Van	Fir	6160
Corbitt R	....	158	36x4	36x8‡	Con I-4	4½x5½	32.4	L	PC	Sim	Mon	Str	V	V	Eis	Bos‡	B-L	D	B-L 51	A	4	Her	Tim 6566	W	F	9.25	49.5	A	Tim 1544	She	Gem	Fir	....	6100
Day-Elder J	....	156	36x4‡	36x8‡	Bud EBU	4¼x5½	28.9	L	PC	....	Bus	Zen	V	G	Eis	Bos‡	B-L	D	Ful	A	4	U-P	Cla	L	D	8.15	45.3	B	Con FTT	Det	Ros	Smi	....	5000
Denby 35	4000	144	36x6‡	36x8	Con K4	4¼x5½	28.9	L	PC	Pie	Lon	Zen	V	V	Eis	....	B-L	D	Ful	A	4	Own	Tim 6566	W	F	8.50	39.5	B	Tim 1544B	Tut	Ros	Smi	....	6250
Double Drive TT	....	165	34x5‡	36x8	Bud EBUI	4¼x5½	28.9	L	PC	Opt	Mod	Str	V	V	Eis	Bos‡	B-L	D	D-G	A	4	Pet	She W21	W	F	7.75	45.4	A	She 370	Ten	Ros	Mot	Fir	5500
Duplex AC	4000	144	36x6‡	36x8	Bud EBUI	4¼x5½	28.9	L	PC	Wau	Own	Zen	V	V	Spl	Del	B-L	D	Own B	A	7	Spi	Tim 6566	W	F	5.66	46.5	B	She 370	Per	Ros	Smi	....	6640
Fageol 340	4000	150	36x5	36x10	Wau CU	4¼x5¼	30.6	L	PC	H-S	Own	Zen	V	V	Spl	Del	B-L	D	Own B	A	7	Spi	Wis W-21	W	F	7.75	42.0	B	Shu 5550	Mer	Ros	Van	Non	6600
Fageol 360	5250	150	36x6*	36x6†	HaS	4¼x5½	28.9	H	PC	H-S	Lon	Zen	V	V	Eis	Del	B-L	D	....	A	7	Spi	Tim 6566	W	F	8.5	....	A	Tim 1542	Mer	Ros	Opt	Opt	5900
Forschler E	3750	144	36x4	36x8	Con C-4	4¼x5½	27.2	L	PC	Dup	Own	Zen	V	G	Bla	Non	B-L	D	Own 63	A	4	Spi	Tim 6566	W	F	9.00	53.1	B	Own 63	Own	Ros	....	....	5660
F.W.D. B	1200	124	36x6‡	36x6‡	Wis A	4¾x5½	36.1	T	PC	Pie	Chi	Str	V	V	Eis	N-E‡	B-L	D	....	A	3	Own	Tim B	R	F	8.90	35.6	B	Own B	Tut	Ros	Sch	....	....
Gary Y30	3750	150	40x8*	40x8*	Bud YBU-1	4½x6	32.4	L	PC	McC	Chi	Str	V	V	Eis	....	B-L	D	B-L 51	A	4	Spi	Tim 6562	W	F	8.50	11.0	A	Tim 1526	Mer	Ros	StM	....	6300
Gotfredson 60	....	152½	36x5†	36x5†	Bud EBUI	4¼x5½	28.9	L	PC	Sim	McC	Zen	V	V	RBo	Non	B-L	D	B-L 51	A	4	Own	She W-21	W	F	9.25	49.4	B	Tim 1526	Det	Ros	Day	Non	6200
Gramm-Bernstein 30	....	150	36x5	36x10	Con I-4	4½x5½	32.4	L	PC	Pie	Own	Str	G	G	Eis	A-L	Ful	D	Ful GU7	A	8	Own	Wis W-21	W	F	5.66	46.5	B	She 370	Per	Ros	Smi	Fir	6640
Guilder H	....	170	36x5	36x10	Bud ETU	4¼x5½	28.9	L	FP	Pha	Own	Zen	G	G	Bos	Del	B-L	D	B-L 51	A	4	M-E	Tim 6566	W	F	7.75	42.0	B	Shu 5550	Mer	Ros	Van	Non	6600
Hahn L	3750	149°	36x4	36x5	Con I-4	4½x5½	32.4	L	FP	Pha	Chi	Str	G	G	Bos	Del	B-L	D	....	A	4	Spi	Tim 6566	W	F	8.5	....	A	Tim 1542	Mer	Ros	Opt	Opt	5900
International 63	....	140	36x6‡	36x8‡	Own 63	4¼x5	28.9	L	SP	Own	Own	Str	G	G	Bla	Rem‡	Own	P	Own 63	U	4	Own	Own 63	W	F	9.00	53.1	B	Own 63	Own	Ros	....	....	5660
Kenworth K-8	3750	160	36x4‡	36x10‡	Bud FBU	4¼x5½	28.9	L	PC	Non	Own	Str	V	V	Bos	Bos‡	B-L	D	Cot RU	A	7	Spi	She W-21	W	F	7.75	46.8	A	She D-370	Loh	Ros	Smi	....	6300
Krebs 64	....	163°	36x5‡	36x10‡	Con I-4	4½x5½	32.4	L	PC	Pie	Own	Zen	V	V	Bos	Bos‡	B-L	D	B-L 55	A	7	Spi	Tim 6566	W	F	9.25	57.8	A	Tim 1544	Mat	Ros	Smi	Fir	6100
§Macer H	....	175	36x5‡	36x5‡	Wis VAU	4½x6	28.9	L	PC	Pie	Own	Zen	V	V	Eis	Bos‡	B-L	D	B-L 51	A	4	Spi	Tim 6566	W	F	8.50	45.5	A	Tim 1544B	Mat	Ros	Day	....	6300
Macar H-3	....	175	36x4‡	36x5‡	Wis VAU	4½x6	32.4	L	PC	Pie	Own	Str	V	V	Spl	Bos‡	B-L	D	Ful 60	A	4	Spi	Tim 6566	W	F	8.50	45.4	A	Tim 1544B	Row	Ros	Day	....	6300
Master 45	....	154°	36x6	36x6	Jackson	4½	28.9	....	....	....	....	....	V	G	Spl	Opt	B-L	D	B-L 51	A	4	Spi	Tim	W	F	6.00	29.0	A	Tim	Row	Ros	....	....	....
Moreland AC-Bus	4700	187	36x6*	36x6*	Con I-4	4½x5½	32.4	L	FP	Non	Own	Zen	V	V	Spl	Non	B-L	D	B-L 51	A	4	Pet	Tim 6516	W	F	8.50	45.6	A	Tim 1550	U.S	Ros	Bud	....	5666
National T	3700	152	36x10‡	36x10‡	Wau CU	4¼x5¼	30.6	L	PC	Wau	Bus	Zen	G	G	Bos	Bos	B-L	D	B-L 51	A	4	Spi	Tim 6566	W	F	8.50	45.6	A	Tim 1544B	Mat	Ros	Van	....	6200
Neteo DIX	3700	170	36x5‡	36x10‡	Con I-4	4½x5½	32.5	L	FP	Pha	Own	Zen	V	V	Bos	Wes‡	B-L	D	B-L 55 Max	A	7	M-E	Tim 6560	W	F	8.50	90.7	A	She 370	Mat	Ros	Smi	Opt	5825
Noble D-52	3500	162	34x4	36x5‡	Bud ETU	4¼x5½	28.9	L	PC	McC	Chi	Zen	V	V	Bos	Wes‡	B-L	D	Ful	A	4	Blo	She W21	W	F	8.75	96.2	A	She 370	Tut	Gem	Bim	Non	5800
Northway C3	3500	161°	36x5	36x10	Own C	4½x6	25.6	H	G&O	She	....	....	V	V	Bos	Bos	....	....	....	....	....	....	....	....	....	10.6	....	A	....	....	Ros	....	....	6060
Patriot X8W	3500	156	36x5‡	36x5‡	Hin 200	4½x5½	32.4	L	PC	Non	Own	Str	V	P	Eis	Non	Cov	D	Cov RAK4	A	4	The	Own XR	W	F	9.25	48.1	A	Shu 5550	Mer	Ros	Bim	....	5400
Pierce-Arrow XB	3500	150	36x5	36x5‡	Own XB	4 x5½	25.6	T	PC	Own	Own	Str	V	P	Eis	Del	Own	D	Own XB	A	4	Spi	Own XR	W	F	9.25	48.1	A	Own XR	S.P	Own	Bet	Opt	6280
§Rehberger B-1	....	192	36x6*	36x6†	Bud YBU	4½x6	32.4	L	PC	....	Bus	Zen	G	V	Bla	Bos	B-L	D	B-L 55	U	4	Spi	Tim 6566	W	F	6.00	32.1	A	Shu 5550B	Del	Gem	Bud	Fir	6510
§Rehberger B-2	....	192	36x6*	36x6*	Bud BUS	4 x5½	38.4	L	PC	....	Bus	Zen	G	V	Bla	Bos	B-L	D	B-L 55	U	4	Spi	Tim 6566	W	F	6.00	32.1	A	Shu 5550B	Del	Gem	Bud	Fir	6470
Rehberger B	....	162	36x5	36x10	Bud YBU	4½x6	32.4	L	PC	K-P	Bus	Zen	G	V	Bla	Bos‡	B-L	D	B-L 51	U	4	Spi	Tim 6566	W	F	8.5	45.5	A	Shu 5550B	Del	Gem	Van	Fir	6460
Republic 19	....	165°	36x5	36x10	Con K4	4¼x5¼	27.2	L	FP	Pha	Own	Str	V	V	Bos	Bos‡	Ful	D	Ful	U	4	Spi	Tim 6566	W	F	8.40	40.3	B	Tim 1544B	Fat	Ros	Van	Fir	6200
Republic 19W	....	165°	36x5	36x10	Wau FU	4 x5¼	25.6	L	PC	Wau	Own	Str	V	V	Bos	Bos‡	Ful	D	Ful	U	4	Spi	Tim 6566	W	F	8.40	40.3	B	Tim 1544B	Fat	Ros	Van	Fir	5200
Rowe GSW	4150	143°	34x5	36x10	Wis UAU	4¼x6	28.9	L	PC	Han	Bus	Zen	V	V	Bos	Opt‡	B-L	D	Ful GU-8	A	4	Spi	She W-21	W	F	8.75	31.0	A	She D-370	Fat	Ros	Van	Fir	5810
Ruggles 40HRB	....	115	36x5‡	36x10	Her O	4 x5	25.6	L	PC	Non	Per	Zen	G	G	Bos	Ren‡	B-L	D	Cov MUN	A	4	Spi	Wis 88E	R	F	7.85	12.0	A	Shu 5550	She	Ros	Nor	Fir	4700
§Schacht L	4000	156	36x5	36x12	Wis VAU	4½x6	32.4	L	PC	Dup	Own	Zen	G	G	Eis	Non	B-L	D	Own D-4-U	A	4	Spi	Tim 6566	W	F	10.4	49.4	B	Own	Day	....	....	....	....
§Selden Unit 53	....	154	36x4	36x5	Con I-4	4½x5½	32.4	L	FP	Pha	Lon	Str	G	G	Eis	Bos	B-L	D	B-L 51	A	4	Spi	Tim 6566	W	F	8.50	45.4	A	Tim 1544B	Mat	Ros	Std	Opt	6220
Sterling DW15D	....	130°	36x5	36x10	Own CU	4⅝x5¾	30.6	L	PC	Wau	Own	Zen	V	V	Eis	....	B-L	D	B-L 50	A	4	Spi	Tim 6566	W	F	7.2	38.5	A	Tim 1544B	Mat	Ros	Hoo	....	6000
Sterling DW16	....	156	36x5	36x10	Own CU	4⅝x5¾	30.6	L	PC	Wau	Own	Zen	V	V	Eis	....	B-L	D	B-L 50	A	4	Spi	Tim 6566	W	F	7.2	38.5	A	Tim 1544B	Mat	Ros	Hoo	....	6000
Stoughton F	....	156	36x5	36x5*	Own	4½x5¾	....	L	PC	Sim	Chi	Zen	G	G	Eis	....	B-L	D	B-L 50	U	4	The	She W21	W	F	8.75	46.8	A	She D370	Own	Ros	Bim	Gdy	5900
Super Truck 60-D	4219*	126	36x6*	36x6*	Wis UAU	4¼x6	28.9	L	PC	Pha	Chi	Zen	G	G	Eis	Non	Ful	D	Ful GU-8	R	4	Spi	She D-310	W	F	8.63	....	A	Wis 120-E	Mat	Ros	Cla	....	....
Traffic 6000	2145	135	36x4‡	36x7‡	Bud EBU	4¼x5½	28.9	L	PC	Pie	Own	Car	G	G	Bos	Bos‡	Cov	D	Cov MUN	D	3	M-E	Bus 6000	L	W	9.00	48.0	A	She D-343	Det	Ros	Opt	....	....
United 60	3400	150	36x4‡	36x8‡	Con I-4	4¼x5¼	28.9	L	PC	Pie	Own	Zen	G	G	Bos	Wes‡	M-E	D	Own D-4-U	U	4	M-E	Wis 88E	R	W	7.75	37.0	A	She D-343	Det	Ros	Van	....	....
U.S. R	....	156	36x5	36x10	Her OX	1 x5	25.6	L	PC	Non	Per	Lon	V	V	Bla	Non	B-L	D	B-L 35	A	4	Blo	Wis 88E	W	F	8.66	46.3	A	She 510	Det	Ros	Van	....	4630
Winther 54	....	156	36x4‡	36x8‡	Hin 400	4¼x5¼	28.9	L	PC	Hin	Lon	Str	V	V	Bos	Bos‡	B-L	D	B-L 51	A	4	Blo	She W-21	W	F	8.70	46.5	A	She 510	She	Ros	Lav	....	4650
Winther 454	3500	152	36x5	36x8	Wis UAU	4¼x6	28.9	L	FP	Pie	Own	Str	V	V	Bos	Bos	B-L	D	B-L 51	A	4	Pet	Cla	W	F	9.00	48.0	A	Tim	Mat	Ros	Own	....	5700
Winther 454	3600	152	36x5	36x5†	Wis UAU	4¼x6	28.9	L	FP	Pie	Own	Str	V	V	Bos	Bos	B-L	D	B-L 51	A	4	Pet	Cla	W	F	9.00	48.0	A	Own	Mat	Ros	Own	....	6400
Witt-Will SS	3225	Opt	36x4‡	36x10	Con K-4	4¼x5¼	27.2	L	FP	Pie	Own	Zen	V	V	Eis	Non	Cov	D	Cov SB	A	4	Spi	Tim 6560	W	F	9.25	40.0	A	Tim 1544	She	Ros	Are	Fir	5500
3½ Ton																																		
American LaFrance Y	4950	Opt	36x5	36x10	Own 3R	4¼x6	28.9	L	PS	Own	Bus	Zen	V	G	Spl	Bos‡	Own	D	Own 3R	A	4	Own	Own 3R	W	F	8.75	47.6	B	Own 3R	Mer	....	Day	Non	8600
§Armleder KWB	....	156°	36x5	36x5†	Bud YBUI	4¼x6	32.4	L	PS	Han	Own	Zen	V	G	Bus	Wes‡	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	10.3	55.3	B	Tim 1632B	S.P	Ros	S&M	Non	6900
Atterbury 22D	4550	174°	40x6†	40x6†	Con I-4	4½x5½	32.4	L	PC	Pie	Own	Zen	V	V	Bos	Bos	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	10.3	56.2	A	Tim 1632B	Gem	Ros	Arr	Non	7500
Available L3½	....	176	36x5	36x5†	Her I-3	4¼x5¾	32.4	L	PC	Pie	Own	Str	V	V	Bos	Bos‡	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	10.3	56.1	A	Con 2203	Gem	Ros	Hoo	Non	6500
Bethlehem M	3795	168	36x5	36x5†	Own H	4 x5¼	25.6	L	FP	Pie	Bus	Zen	V	V	Bos	G&D	Ful	D	Ful GU15	U	4	Spi	Wis 120FG	R	F	10.4	49.9	A	She D-370	Tut	Ros	Bim	....	....
Bethlehem CS	4195	145	36x6	36x6	Con 6B-6	4¼x5½	33.7	L	PC	Han	Own	Zen	G	G	Bos	G&D	B-L	D	B-L 51	A	7	Spi	Tim	W	F	10.4	98.16	A	She 1370	Mat	Ros	Smi	....	....
Biederman	....	180°	36x6	36x12	Con B5	4¼x6	36.0	L	FP	Own	Own	Zen	V	V	Bos	Del	B-L	D	B-L 60 Max	A	7	Spi	Tim 6666	W	F	10.3	98.16	A	Tim 1632B	Mat	Ros	Bet	Non	7000
Clydesdale 4X	....	177	36x6	40x6†	Con I-4	4½x5½	32.4	L	FP	Own	Own	Zen	V	V	Bos	Bos*	B-L	D	B-L 60 Max	A	7	Spi	Tim 6666	W	F	10.3	98.16	A	Tim 1632B	Per	Ros	Smi	Non	7300
Diamond T K	....	170	36x5	36x5†	Hin HA200	4¼x5½	32.4	L	FP	Hin	G&O	Str	V	V	Bos	Non	Cov	D	Cov SB	A	4	Spi	Tim 6666	W	F	8.75	44.36	A	Tim 1632B	Mat	Gem	Int	Non	7250

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For full name and address of manufacturer and information regarding complete line see page 51

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size §§ Front (inches)	General: Tire Size §§ Rear (inches)	Engine: Make and Model	Engine: Bore and Stroke (inches)	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Make	Clutch: Type	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
5 Ton—Con'd																																	
Autocar M	....	120	34x6	36x14	Own Y	4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos	L-N‡	Own	P	Own B	A	4	Spi	Own Y	R	F	9.8	72.1	A	Own Y	Del	Ros	Hoo	Non	7200
Available L5	....	190	36x6	40x12	Wau EU	5 x6¼	40.0	L	FP	Wau	Chi	Str	G	Bos	Bos†	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	11.3	50 6	A	Tim 1730	Tut	Ros	Smi	Non	9500
Biederman	....	180°	36x7	36x14	Con 6B-6	3¾x5	33.7	L	PC	Han	Own	Zen	G	Del	Del	B-L	D	B-L 60	A	7	Spi	Tim	W	F	11.5	80.6	A	Shu	Mat	Ros	Day	Non	9200
Brockway T	....	174	36x6	40x14	Con B-7	5 x6	52.5	L	FP	Pha	Bus	Zen	V	Eis	L-N	B-L	D	B-L 60	A	7	Spi	Tim 6760	W	F	10.3	...	A	Tim 1732	She	Ros	Day	Non	9800
Brockway T15	....	176¾	36x6	40x14	Con B-7	5 x6	52.5	L	FP	Pha	Bus	Zen	V	Eis	L-N	B-L	D	B-L 60	A	7	Spi	Tim 6760	W	F	10.3	...	A	Tim 1732	She	Ros	Day	Non	9800
Clinton 120L	5140	204	36x6‡	36x7†	Bud BTU	5 x6½	40.0	L	PC	K.P.	Own	Zen	G	Bos	Bos	B-L	D	B-L 60	A	4	M-E	Tim 6760	W	F	8.8	47.1	A	Tim 1732B	Per	Ros	StM	.....	9400
Clinton 120LM	5250	204	36x6	36x7†	Bud BTU	5 x6½	40.0	L	PC	K.P.	Own	Zen	G	Bos	Bos	B-L	D	B-L 60 Max	A	7	M-E	Tim 6760	W	F	8.8	43.6	A	Tim 1732B	Per	Ros	StM	.....	9400
Clydesdale 2	....	176	36x7	40x7†	Con B-7	5 x6	40 0	L	FP	Own	Own	Zen	V	Bos	Bos*	B-L	D	B-L 60 Max	A	7	Spi	Tim 6760	W	F	11.6	110.8	A	Tim 1732B	Per	Ros	Smi	Non	9750
Corbitt AA	....	178	36x6	40x6†	Con B-7	5 x6	40.0	L	FP	Sim	McC	Str	V	Eis	Bos‡	B-L	D	B-L 60 Max	A	7	Spi	She W-51	W	½	13.0	96.0	A	She 4FA20	She	Ros	Smi	Non	9410
Day-Elder L	....	170°	36x6	36x7†	Bud BTU	5 x6½	40.0	L	PC	Mon	Bus	Zen	V	Eis	Bos‡	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	54.8	A	Tim 1732B	She	Gem	Van	Fir	9200
Denby 210	....	170	36x6	40x6	Con B5	4¾x6	36.1	L	PC	....	Lon	Zen	G	Eis	....	Ful	D	Ful	A	4	U-P	Cla	I	D	12.5	82.7	A	Tim	Det	Ros	Smi	.....	8590
Diamond T 8	....	180	36x6	40x6†	Hin B-2	4¾x6	36.1	L	FP	Hin	G&O	Str	V	Bos	Opt‡	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	11.6	82.3	A	Tim 1732B	Mat	Gem	Int	Non	8750
Dixon	4490	160	36x5	36x12	Con L-4	4½x5½	32.4	L	FP	Pie	G&O	Zen	G	Bos	Non	Ful	D	Ful HU1	A	8	Spi	Tim 6666	W	F	Opt	Opt	A	Tim 1632B	S.P	Ros	Smi	Non	8100
Federal X-2	4750	163	36x6	40x6†	Con B-5	4¾x6	36.1	L	FP	Pha	Own	Zen	V	Eis	Rem†	B&B	P	W-G	A	4	Spi	Tim 6760	W	F	10.2	60.0	A	Tim 1630B	Mat	Gem	.....	Non	8700
Garford 68D	....	167	36x6‡	40x12	.....	5 x6½	40.0	L	PC	.....	Own	.....	G	.....	.....	Own	D	.....	A	7	.....	.....	W	...	8.8	.....	A	.....	.....	.....	.....	Non	9350
§Gary B50	4850	182	36x6	40x14	Bud BTU	5 x6½	40.0	L	PC	McC	Chi	Str	V	Eis	Non	B-L	D	B-L	A	4	Spi	Tim 6760	W	F	11.6	56.4	A	Tim 1730	Mar	Ros	Day	Non	9250
G.M.C. K-101A	....	163	36x5	40x12	Own K101	4½x6	32.4	L	FP	Own	McC	Mar	G	Eis	Rem	Own	D	Own 101A	A	7	Own	Tim 6760	W	F	10 0	86.0	A	Tim 1632B	Own	Own	Day	Non	8670
G.M.C. K-101B	....	187	36x5	40x12	Own K101	4½x6	32.4	L	FP	Own	McC	Mer	G	Eis	Rem	Own	D	Own 101B	A	7	Own	Tim 6760	W	F	10.0	86.0	A	Tim 1632B	Own	Own	Day	Non	9120
Gotfredson 100	....	169	36x6	40x8†	Bud BTU	5 x6½	40.0	L	PC	Sim	McC	Zen	V	RBo	Non	B-L	D	B-L 60 Max	A	7	Spi	Tim 6760	W	F	10.2	54.8	B	Tim 1732B	Det	Gem	Day	Non	12000
Gramm-Berns'n 50	....	168	36x6	40x6†	Con B2	4¾x6	36.1	L	PC	Con	Own	Str	G	Eis	N-E	Own	D	Own 50	A	4	Own	She W-51	W	½	10.5	62.0	B	She 4FA20	Per	Ros	Smi	Non	9700
Guilder K5-6	5250	170	36x6	40x14	Bud BTU	5 x6½	40.0	L	PC	Pie	G&O	Zen	G	Eis	Non	B-L	D	B-L 60	A	4	M-E	Wis	R	½	9.0	....	B	Shu 650	Mer	Ros	Van	....	8800
Hahn M	4250	152°	36x5	36x12	Con L4	4½x5½	32.4	L	FP	Pha	Chi	Str	G	Bos	Del	B-L	D	.....	A	4	Spi	Tim 6666	W	...	10.3	....	A	Tim 1630	Mer	Ros	Opt	Opt	9200
Hahn M2	4750	174°	36x5	40x12	Con B5	4¾x6	36.1	L	FP	Pha	Chi	Str	G	Bos	Del	B-L	D	.....	A	7	Spi	Tim 6666	W	...	8.75	....	A	Tim 1730	Mer	Ros	Opt	Opt	8300
Indiana 51	....	182	36x6	40x12	Wau EU	5 x6¼	40.0	L	PC	Wau	McC	Str	V	Eis	Rem†	B&B	P	B-L 60	A	4	Spi	She W-52	W	½	10.2	54.8	A	She 4-FA-20	Bea	Woh	Smi	.....	9160
Indiana 52	....	182	36x6	40x12	Wau EU	5 x6¼	40.0	L	PC	Wau	McC	Str	V	Eis	Rem†	B&B	P	B-L60	A	7	Spi	She W52	W	½	10.2	86.9	A	She 4FA20	Bea	Woh	Smi	.....	9310
International 103	....	160	36x5	40x14	Own	4¼x5	28.9	H	SP	Own	Own	Own	G	RBo	Rem‡	Own	D	Own 103	A	4	Own	Own 103	I	D	11.0	69.9	B	Own 103	She	Own	Own	Non	7580
Kearns TF	....	160°	36x6	36x12	Wis VAU	4½x6	32.4	....	SP	....	Own	Zen	....	....	....	Ful	D	Ful	A	4	....	She	W	½	....	....	A	She	....	Ros	....	....	8400
Kenworth RS	5500	178	36x6	40x14	Bud BTU	5 x6½	40.0	L	PC	Pie	Own	Str	V	Bos	Bos	B-L	D	B-L 60	A	7	Spi	She W-51	W	½	8.75	89.0	A	She 5FA-30	Lah	Ros	Smi	.....	9700
King Zeitler	4525	168°	36x7	40x14	Con B5	4¾x6	36.1	L	FP	Pha	Chi	Str	G	Eis	Bos‡	B-L	D	B-L 60	A	4	Pic	Tim 6760	W	F	11.6	62.3	A	Tim 1732 B	Mar	Lav	Bim	Fir	8600
Kissel Goliath	4385	168	36x6	40x14	Bud BTU	5 x6½	40.0	L	PC	Pie	McC	Str	V	Eis	....	B-L	P	W-G	A	..	Spi	She W32	W	½	11.75	58.6	..	She 3FA20	Mat	Ros	Smi	....	8500
Kleiber	5300	185	36x6‡	40x14‡	Con B-5	4¾x6	36.1	L	FP	Non	R-T	Str	V	RBo	Non	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.3	54.8	A	Tim 1730	Bet	Ros	Smi	....	10400
Krebs 84	....	183°	36x6‡	40x12‡	Con B5	4¾x6	36.1	L	PC	Pie	Own	Zen	V	Bos	Bos	B-L	D	B-L 60	A	7	Spi	Tim 6666	W	F	10.3	87.8	A	Tim 1632	Mat	Ros	Smi	Fir	7950
LeMoon G5	....	Opt	36x6	40x6†	Con B-5	4¾x6	36.1	L	FP	Con	Chi	Str	G	Bos	Bos‡	B-L	D	B-L 60	A	4	Own	Tim 6766	W	F	11.6	....	A	Tim 1730	Tut	Ros	StM	Non	8000
Luedinghaus	....	160°	36x6‡	40x6‡	Wau EU	5 x6¼	40.0	L	PC	Non	Own	Zen	G	Spl	Opt‡	B-L	D	B-L 60	A	4	Spi	Tim	W	F	11.6	.....	....	.....	....	Ros	....	.....	9500
Maccar G1	....	186	36x6	40x6†	Wis RBU	5 x6	40.0	L	PC	Pie	Own	S-Z	V	Eis	Bos‡	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	54.8	A	Tim 1732B	Row	Ros	Day	....	8975
Mack AC	5500	156°	36x6	40x6†	Own AC	5 x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	Own	P	Own AC	J	4	Spi	Own AC	C	D	*8.31	53.3*	D	Own AC	Mer	Own	.....	Non	....
Master 61	....	158	36x5	40x12	Bud YBU	4½x6	32.4	L	PC	Pie	Chi	Zen	V	Eis	Non	Ful	D	Ful	A	4	Spi	Tim 6760	W	F	Opt	Opt	A	Tim 1630	Det	Ros	Smi	Non	8200
Moreland RX	5000	192	36x6	40x7	Con B-5	4¾x6	36 1	L	FP	Con	Own	....	V	Spl	A-L‡	Own	D	Own 23H	A	5	Pet	Tim 6666	W	F	8.75	52.6	A	Tim 1632B	U.S	Ros	Smi	Non	8180
Northway C5	4500	160°	36x6	40x12	Own C	4 x6	25.6	H	PC	....	G&O	She	V	Bos	Bos	....	....	....	....	....	....	....	R	....	....	....	....	....	....	Ros	....	....	....	7260
Ogden G	....	175	36x6	40x12	Con B-5	4¾x6	36.1	L	FP	Con	Chi	Zen	G	Eis	Ves	B-L	D	B-L 60	A	4	M-E	Tim 6766	I	....	10.3	....	A	Tim 1540B	Tut	Ros	Sm	Non	8600
Pierce-Arrow RD	5000	162	36x6‡	36x7	Own RD	4½x6¾	32.4	T	FP	Own	Own	Str	P	Del	Del	Own	D	Own RD	A	4	Spi	Own RD	W	F	7.8	40.4	B	Own RD	S.P	Own	Bet	....	8750
Rehberger D	....	186	36x6	40x14	Bud BTU	5 x6½	40.0	L	PC	K-P	Bus	Zen	G	RBo	Bos‡	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.25	54.8	A	Tim 1732B	Del	Gem	Van	Fir	10010
Rowe FW	4850	170°	36x6	40x7	Wis RAU	4¾x6	36.1	L	PC	Sim	Bus	Zen	G	Bos	Opt‡	B-L	D	B-L 60	A	4	Spi	She W51	W	½	10.2	40.7	A	She 5FA30	She	Ros	Smi	.....	9140
Sandow L	....	175	.....	.....	Bud BTU	5 x6½	32.4	L	FP	Mon	Chi	Str	G	Bos	Non	B-L	D	B-L 60	A	4	Spi	Tim 6766	W	½	11.0	46.6	B	Tim 1732B	.....	.....	.....	.....	7800
Sanford W50	....	174	36x6	40x14	Con B-7	5 x6	36.1	L	FP	Pha	R-T	Str	G	Con	Dyn	Ful	P	Ful H-1	A	4	Spi	She 51	W	½	13.25	67.0	A	She 4FA20	She	Ros	Van	Fir	9400
Schacht	4600	168	36x5	40x7†	Wis VAU	4½x6	32.4	L	PC	Dup	Own	Zen	G	Bos	Non	Ful	D	Own	A	8	Spi	Own	W	F	14.0	66.5	B	Own	She	Own	StM	.....	8200
Selden Unit 90	....	164	36x6	40x12	Con B-7	5 x6	40.1	L	FP	Pha	Lon	Str	G	Eis	Bos	Det	D	B-L 60	A	4	Spi	Tim 6760	W	F	11.6	62.0	A	Tim 1730B	S.P	Gem	Std	.....	9650
Service 103	....	173	36x6	40x12	Bud YBU-I	4½x6	32.4	L	PC	Non	Own	Str	V	Eis	Rem	B&B	P	B-L 60	A	7	Spi	Tim 6760	W	F	10.25	97.3	A	Tim 1732	She	Ros	Int	.....	9150
Sterling EW23	....	168°	36x6	40x12	Own DU	4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Eis	.....	H-S	O	B-L 60	A	4	Spi	Tim 6760	W	F	8.8	52.4	A	Tim 1632B	Mat	Ros	Hoo	.....	8675
Sterling EWS25	....	192°	36x6	40x12	Own EU	5 x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	.....	H-S	O	B-L 60	A	4	Spi	Tim 6760	W	F	8.8	52.4	A	Tim 1732B	Mat	Ros	Hoo	.....	9175
Sterling EC23	....	174°	36x6	40x12	Own DU	4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Eis	.....	H-S	O	Own	A	6	B.G	Own	C	D	7.8	47.2	A	Tim 1632B	Mat	Ros	Hoo	.....	8100
Sterling ECS24	....	174°	36x6	40x12	Own EU	5 x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	.....	H-S	O	Own	A	6	B.G	Own	C	D	7.8	47.2	A	Tim 1632B	Mat	Ros	Hoo	.....	8400
Super Truck 100	4500	164	40x5	40x6†	Wis RAU	4¾x6	36 1	L	PC	Sim	Chi	Zen	G	Spl	‡Ves†	Ful	D	Ful H	A	4	Spi	She W-51	W	½	10.2	49.2	A	She 4FA20	She	Ros	Smi	Non	8500
Transport 75	....	170	36x5‡	36x12‡	Bud YTU	4½x6	32.4	L	PC	Dup	Mod	Zen	G	Eis	Rem‡	B&B	P	Cot RU	U	4	Blo	Cla 3D	I	D	10.0	52.0	B	Shu 610	Det	Jac	Mot	.....	7600
Traylor F	4700	170	36x6	40x6†	Bud YTU	4½x6	32.4	L	PC	Sim	G&O	Zen	G	Bos	Wes†	B-L	D	B-L 60	A	4	Spi	She W-32	W	½	10.2	55.0	A	She 4FA20	Mer	Ros	Smi	Non	8800
U. S. S. Special	....	168	36x6	40x6†	Hin HA200	4½x5½	32.4	L	PC	Hin	Lon	Str	V	Spl	Bos‡	B-L	D	B-L 55	A	4	Blo	She	W	½	11.7	62.8	A	She 4FA20	She	Lav	Smi	Non	7500
United 100	....	171	36x6	36x12	Her G	4¾x5¾	36.1	L	PC	Pie	Per	Zen	G	Bos	Non	B-L	D	B-L 60	A	4	Blo	Wis 1800	R	....	11.2	74.9	A	Shu 610	Det	Lav	Van	.....	8150
Victor 85	3750	160	36x6	36x12	Con L4	4½x5½	32.4	L	FP	Pie	Per	Zen	V	Eis	.....	Ful	D	Ful GU7	U&A	8	Blo	Wis 1600S	R	½	10.25	236.0	A	Shu 610	Det	Lav	Smi	.....	8000
Ward LaFrance 5B	..	164	36x6	40x12	Wau	5 x6½	40.0	L	PC	Wau	Own	Str	G	Bos	A-L	B-L	D	B-L 60 Max	A	7	Spi	Tim 6666	W	F	7.8	74.0	A	Tim 1632	Row	Ros	Van	.....	7900
White 45	4500	174	36x6‡	40x6†	Own GR	4¼x5¾	28.9	L	PC	Own	Own	Zen	V	.....	.....	Own	D	Own 45	U	4	Spi	Own 45	R	F	11.7	57.46	B	Own 45	.....	Own	.....	Non	7930
Wilcox F	4350	162	36x5	40x12	Bud ATU	4¾x6½	36.1	L	PC	Dup	Own	Str	V	Bos	Opt‡	Own	D	Own EA	A	4	Spi	WAL 5A	R	½	10.2	56.5	B	She 5FA30	She	Own	Smi	Non	9000
Winther 104	5000	162	36x5	40x12	Wis RAU	4¾x6	36.1	L	FP	Pie	Own	Str	V	Bos	Bos	B&B	D	B-L60	A	4	Pet	Cla	I	...	11.0	59.0	A	Tim	Mat	Ros	Own	....	8600
Witt-Will A	4500	172	36x6	40x6†	Con B5	4¾x6	36.1	L	FP	Non	Own	Zen	G	Eis	Wes	B-L	D	B-L 60 Max	A	4	Spi	Tim 6760	W	F	10.2	53.3	A	Tim 1730B	She	Ros	Day	Non	9500
5½, 6 and 7 Ton																																	
Acme 125	....	180	36x6	40x14	Con B-7	4¾x6	36.1	L	FP	Dup	G&O	Ray	V	Eis	Del†	B&B	P	Cot T	A	4	Blo	Tim 6760	W	F	11.6	60.6	A	Tim 1730B	Det	Ros	Smi	Non	8976
Amer La Fr. V 6ton	5750	Opt	36x6	40x6	Own 5R	4¾x6	36.1	L	PS	Own	Bus	Zen	V	Spl	Bos‡	Own	D	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B	Own 5R	Mer	.....	Day	.....	9600
Amer. La Fr. U 7ton	6000	Opt	36x7	40x7	Own 5R	4¾x6	36.1	L	PS	Own	Bus	Zen	V	Spl	Bos‡	Own	D	Own 5R	A	4	Own	Own 5R	W	F	11.67	63.5	B	Own 5R	Mer	.....	Day	.....	9800

Clinton 120SM	5250	1/2	36x6‡	40x7‡	Bud BTU	5 x6½	40.0	L	PC	K.P.	Own	Zen	G	Bos	Bos	B-L	D	B-L 60 Max	A	7	M-E	Tim 6760	W	F	8.8	83.6	A	Tim 1732B	Per	Ros	StM	.....	9400
	5500	172	36x6	40x14	Wau DU	4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Spl	Spi	B-L	D	Own B	A	7	Spi	Tim 6760	W	F	11.6	60.6	A	Tim 1732-B	Mat	Ros	.....	Non	9100
	5500	172	36x6	40x14	Wau DU	4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Spl	Spi	B-L	D	Own B	A	7	Spi	Tim 6760	W	F	11.6	60.6	A	Tim 1630B	Mat	Gem	.....	Non	9100

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DETAILED MOTOR

This Table Comprises Motor Bus Chassis Which Are

For Other Chassis Which Are Recommended and in the "COMMERCIAL

Line Number	MAKE AND MODEL	GENERAL								ENGINE								ELECTRICAL SYSTEM					NORMAL SPEED	
		Seating Capacity	Chassis Price	Weights			Wheelbase	Tread		Make and Model	Number of Cylinders Bore and Stroke	Rated Horse Power N.A.C.C.	Valve Arrangement	Oiling System	Radiator Make	Fuel System		Ignition System Make	Generator and Starter Make	Battery			High M. P. H.	Low M. P. H.
				Chassis Only	Chassis with Body	Recommended Body Allowance		Front	Rear							Carburetor Make	Fuel Feed			Make	Model	Voltage and Amp. Hr. Cap.		
1	Ace C	30	4850	6500	11500	5000	204	70	80½	Cont 7T	6-4 1/8x5 1/4	40.8	I	PC	Own	Zen	V	Eis	Rem	USL	3HVX8X	6-110	35	6.0
2	Acme 116	16	....	4910	8460	....	180	58	58	Cont 6B	6-3¾x5	33.7	L	PC	Per	Zen	V	Eis	Del	Wil	SJRT-6	6-153	45	....
3	Acme 118	20	....	5110	9280	....	205	58	58	Cont 6B	6-3¾x5	33.7	L	PC	Pen	Zen	V	Eis	Del	Wil	SJRT-6	6-153	45	....
4	Bridgeport 45	30	3850	5500	....	....	178	60	72	Buda EBU	4-4¼x5½	28.9	L	PC	....	Zen	V	Eis	Bos	Wil	....	6-120	....	....
5	Brockway FB	18	....	3850	6350	2500	153	58	58	Wisc SU	4-4 x5	25.6	I	FP	G&O	Zen	V	Eis	L-N	Exi	3XE15-1	12-220	42	10.0
6	Brockway EB4	18	....	4000	6400	2500	153	58	58	Wisc 6Y	6-3⅝x5	....	I	FP	G&O	Zen	V	....	L-N	Exi	3XE15-1	12-220	45	11.0
7	Brockway H	22	....	4975	7975	3000	164	60	65⅞	Cont 6B	6-3¾x5	33.7	L	FP	G&O	Zen	V	Eis	L-N	Exi	3XE15-1	12-220	45	8.5
8	Brockway J	25	....	6585	10585	4000	185	66½	71	Cont 6B	6-3¾x5	44.7	L	FP	G&O	Zen	V	Eis	L-N	Exi	3XE15-1	12-220	35	6.5
9	Clinton 65B	30	4075	5925	8700	2725	184	58½	58½	Buda EBU	4-4¼x5½	28 9	L	PC	Own	Zen	V	Bos	Bos	Pol	615KPN	6-180	30	3.0
10	Clinton 65BS	35	4800	6600	9600	3000	220	68	76¾	Buda YBU	4-4½x6	32 4	L	PC	Own	Zen	V	Bos	Bos	Pol	615KPN	6-180	35	3.0
11	Commerce 60	25	5000	....	.....	3000	229	68	75	Cont 6B	6-3¾x5	33.7	L	PC	Lon	Zen	V	Bos	Bos	Wil	SJRT30	6-153	35	6.0
12	Commerce 65	29	6000	....	.....	3500	242	68	75	Cont 14H	6-4½x5¾	48.6	L	PC	Lon	Zen	V	Bos	L-N	Wil	SJRT 30	12-153	35	5.0
13	Concord	25	....	.....	.....	....	196	58½	58½	Buda Bus	6-4x5⅛	38.0	L	PC	Bus	Zen	V	Bos	L-N	Exi	6LXRE13-3	12-240	42	6.5
14	Day-Elder 20	..	....	5200	7700	2500	168	56	58	Buda KBU	4-4 x5¼	.5	L	PC	Bus	Zen	V	Eis	Bos	Wil	SJRT6	6-153	35	10.0
15	Day-Elder 25	..	....	5600	8600	3000	180	58	58½	Cont 6B	6-3¾x5	33.7	L	PC	Bus	Zen	V	Eis	Bos	Wil	SJRT6	6-153	35	7.0
16	Day-Elder 30	..	....	7400	11000	4000	196	68½	74	Buda BUS	6-4x5¼	38.4	L	PC	Bus	Zen	V	Eis	L-N	Wil	SJRT6	12-153	35	7.0
17	Denby 36	30	....	7000	10500	3500	216	74	74	Cont 6B	6-3¾x5	33.7	L	PC	Lon	Zen	V	RBo	RBo	Wil	SJRT 30	12-153	30	....
18	Duplex FB	23	....	5500	.....	3000	181	58	72	Buda EBUI	4-4½x5½	28.9	L	PC	Mod	Zen	V	Eis	Wes	Pol	.....	6-220	35	10.0
19	Fageol Parlor Car	22	6000	6770	10550	....	230	72	78¼	Has 75	6-4¼x5½	43.6	I	PC	Lon	Zen	V	Del	Del	Exi	6LXRE13-3	12-240	35	7.0
20	Fageol Street Car	29	5300	6480	10000	....	218	70	78¼	HaS 50	4-4¼x5½	28.9	I	PC	Lon	Zen	V	Del	Del	Exi	6LXRE13-3	12-240	35	7.0
21	Federal	25	....	5450	....	2500	190	60	60	Cont 6B	6-3¾x5	33.7	L	PC	Mod	Zen	V	Eis	Rem	Exi	6LXRE	6-185	35	6.0
22	Fifth Ave. J	25	....	5850	8530	2780	172	67⅝	71½	Yell EZ	4-4 x6	25.6	X	PC	Own	Zen	V	Eis	N-E	Wil	STRN27	12-90	30	7.5
23	Fifth Ave. L	55	....	6850	12040	5190	174¾	67	77½	Yell EZ	4-4 x6	25.6	X	PC	Own	Zen	G	Eis	N-E	Wil	STRN27	12-90	27	5.0
24	Garford 51D	29	....	6500	9900	3400	187	68	80	Buda YBU	4-4 1/6x6	32.4	L	PC	Own	Str	V	Spl	Rem	Wil	STRN6	6-100	35	5.0
25	Garford KB	17	....	3600	6000	2400	180	58	59½	Wis Y	6-3⅜x5	27.3	I	FP	Lon	Zen	V	A-L	A-L	Wil	SJRT-5	6-135	35	7.3
26	Garford CB	29	....	6900	11300	4400	220	72	76	Wis Z	6-4½x5	48.6	I	FP	Lon	Zen	V	Spl	L-N	Wil	SJRT-30	12-153	57	11.9
27	Gary 45B	40	5500	....	.....	....	220	68	72	Bud GL6	6-4½x6	48.6	..	....	Chi	Str	V	Rem	Rem	.....	.....	.....	.....	.....
28	Graham Bros. YB	20	1760	3700	6200	....	158	56	57¼	Dodge	4-3 7/8x4½	24.0	L	PS	McC	Ste	V	N-E	N-E	Exi	6LXC11-1	12-90	30	5.0
29	Grass Premier ZR3	22	5200	5150	8600	3500	200	70	76½	Wau	6-4⅜x5¾	45.9	L	PC	Chi	Str	V	Eis	Ros	Exi	.....	6	40	2.0
30	Guilder 20	17	2500	3650	.....	....	152	56	56	Cont 8R	6-3⅜x4½	27.3	..	....	G&O	Zen	V	.....	Bos	.....	.....	.....	.....	.....
31	Guilder 36	25	4850	6000	.....	....	204	68	72	Buda Bus	6-4 x5⅛	38.0	..	....	G&O	Zen	V	.....	L-N	.....	.....	.....	.....	.....
32	International SL	16	....	.....	.....	....	150	56	56½	Lyc Spec	4-3½x5	19.6	L	PC	.....	Own	G	Con	A-L	Pol	.....	6-100	35	....
33	Kissel	18	4500	5200	7780	2400	202	64½	66	Cont 4-36	4-4¼x5½	28.9	L	Sp	Spa	Str	V	Bos	Rem	Wil	SJRT6	6-135	40	....
34	Larrabee X-2	16	1910	3450	4850	1400	155	56	56	Cont 8R	6-3¾x4½	27.3	L	PC	Fed	Zen	V	Bos	Bos	Exi	3XE15	6-80	40	8.0
35	Larrabee XH3	21	3600	4670	7670	3000	186	62	66	Cont 6B	6-3¾x5	33.7	L	PC	Fed	Zen	V	Bos	Bos	Exi	36XRE25	6-240	35	7.0
36	Maccar	.....	.....	7500	12000	4500	228¾	73	77	Buda Bus	6-4 x5⅛	38.4	L	PC	Bus	Str	V	DJ	Bos	Pol	617KPK	6-240	40	7.5
37	Mack AB	25	4650	....	.....	....	196	68	63⅜	Own AB	4-4¼x5	28.9	L	PC	Own	Str	V	Spl	N-E	Exi	6LXRE13	12-120	41	10.0
38	Mack AB	29	4750	....	.....	....	225	68	63⅜	Own AB	4-4¼x5	28.9	L	PC	Own	Str	V	Spl	N-E	Exi	6LXRE13	12-120	41	10.0
39	Mack AB	25	4750	....	.....	....	230	68	63⅜	Own AB	4-4¼x5	28.9	L	PC	Own	Str	V	Spl	N-E	Exi	6LXRE13	12-120	41	10.0
40	Mason Road King C	..	2150	3900	7400	3500	168	56	56	Her OX	4-4 x5	25.6	L	PC	Fed	Zen	V	A-L	A-L	USL	3HVX8X	6-166	35	7.5
41	Master	30	....	6000	9500	3500	194	59	59	Buda EBU	4-4¼x5½	28.9	L	PC	Chi	Zen	V	Eis	Wes	Wil	.....	12-	25	5.0
42	Menominee T	16	....	4290	7500	3200	175°	60	58	Wisc Y	6-3¾x5	27.3	L	PC	Own	Zen	V	Rem	Rem	Wil	SJRT6	6-153	38	....
43	Menominee DB	25	....	6020	9100	3200	186	68	73	Wisc TAU	4-4 x6	25.6	L	PC	Own	Zen	V	Eis	Bos	Wil	SJRT6	6-153	32	6.0
44	Moreland RC	16	2280	3850	5850	2000	180	56	57¼	Herc OBX	4-4 x5	25.6	L	PC	Own	Zen	V	Spl	A-L	Hob	6HTXR15A	6-140	25	....
45	Moreland EC	20	3780	4590	7590	3000	178	61	58	Cont K4	4-4⅛x5¼	27.3	L	FP	Own	Sch	V	Spl	Spl	Hob	6HTXR15A	6-140	25	....
46	Moreland AC	25	4700	5660	9160	3500	187	68	69	Cont L4	4-4½x5½	32.5	L	FP	Own	Sch	V	Spl	Spl	Hob	6HTXR15A	6-140	25	....
47	Pierce-Arrow Z	25	4600	6100	9100	3000	196	68	75⅝	Own	6-4 x5½	38.0	T	FP	Own	Own	P	Del	Del	Wil	SJRT30	12-132	50	3.0
48	Pierce-Arrow Z	30	4750	6200	9700	3500	220	68	75⅝	Own	6-4 x5½	38.0	T	FP	Own	Own	P	Del	Del	Wil	SJRT30	12-132	50	3.0
49	Reo W Sedan	16	2350	3700	7250	3500	176	56	57¼	Own W	6-3 1/8x5	24.3	F	PS	Own	Sch	V	N-E	N-E	Wil	SJRT6	6-153	37	10.0
50	Reo W Street Car	21	2525	3860	7360	3500	176	56	57¼	Own W	6-3 1/8x5	24.3	F	PS	Own	Sch	V	N-E	N-E	Wil	SJRT6	6-153	37	10.0
51	Republic 81	15	....	.....	.....	2000	185	60	58	Lyc	4-4 x5	25.6	L	PC	Own	Str	V	Bos	Bos	USL	.....	6-156	35	....
52	Ruggles 60	20	....	4500	6300	....	180	58	69½	Wis	6-3¾x5	27.3	I	FP	Per	Zen	V	Rem	Rem	Wil	STRN-6	6-177	45	5.5
53	Ruggles 70	30	....	5500	8800	....	218	68	72	Wis	6-4½x5	48.6	I	PC	Per	Zen	V	Rem	Rem	Wil	STRN-6	6-177	45	5.5
54	Safeway Six Wheeler	27	....	.....	.....	.....	224°	68	78	Cont 6B	6-3¾x5	33.7	L	PC	Mod	Str	V	Eis	N-E	Wil	.....	12-154	.....	....
55	Schacht	25	5900	....	.....	4000	197°	67½	84¾	Wis Z	6-4½x5	48.6	L	FP	Own	Sch	V	RBo	L-N	Alc	AF11	12-175	55	....
56	Selden Pacemaker	18	2350	3650	.....	2000	162°	56	56	Cont 8R	6-3⅝x4½	33.7	L	PC	Own	Str	V	N-E	N-E	Wil	SJRT 30	12-153	50	5.0
57	Selden 52	..	....	7200	10200	3000	195	68	74	Cont 6B	6-3¾x5	33.8	L	PC	Lon	Zen	V	Eis	N-E	Pol	615KPN	12-300	35	6.2
58	Sterling GB2	29	....	6100	.....	....	198	60¼	58½	Own CU	4-4⅛x5¾	30.6	L	PC	Own	Zen	V	Eis	Bos	Gou	.....	.....	.....	.....
59	Sterling GB4	29	....	6200	.....	....	198	60¼	58½	Own DU	4-4½x6¼	32.4	L	PC	Own	Zen	V	Eis	Bos	Gou	.....	.....	.....	.....
60	Sterling GB6	29	....	6800	.....	....	223	60¼	58½	Own 6A	6-4 x5¾	38.4	L	PC	Own	Zen	V	Eis	Rem	Gou	.....	.....	.....	.....
61	Stewart	25	3950	6800	.....	4100	198	64¼	73¼	Cont	6-3¾x5	33.7	L	FP	G&O	Str	V	Rem	Rem	USL	6SOXJ62	6-118	40	6.0
62	Stewart	25	4150	....	.....	....	220	....	73¼	Cont	6-3¾x5	33.7	..	FP	G&O	Str	..	Rem	Rem	USL	.....	.....	.....	.....
63	Twin City	25	....	7500	11500	4000	210	72	76	Own TW	4-4¼x6	28.9	I	PC	Mod	Zen	V	Bos	L-N	Wil	SJRT30	12-153	35	6.0
64	Union GW	29	....	6500	10000	3500	241°	73½	75	Wis Z6	6-4½x5	48.6	H	PC	Lon	Zen	V	Bos	Bos	Pol	617KPK	6-190	35	5.0
65	Union EC	21	....	4500	7000	2500	198°	58	58	Wis Y	6-3½x5	29.9	H	PC	Lon	Zen	V	Bos	Bos	Pol	KPK617	6-190	40	5.0
66	Uppercu 220-80-S	30	....	7400	11500	3700	220	70	80	Cont 6B	6-3¾x5	33.7	L	PC	McC	Str	V	Del	Rem	Wes	HU 16	6-300	40	8.0
67	Uppercu 220-80-D	68	....	8300	14500	6200	220	70	80	Cont 6B	6-3¾x5	33.7	L	PC	McC	Str	V	Del	Rem	Wes	HU 16	6-300	30	6.0
68	Ward LaFrance 3B	25	4950	6300	9700	3400	196	58	65½	Wau DU	4-4½x6¼	32.4	L	PC	Bus	Str	V	RBo	Rem	Wil	STAT 7	6-177	35	....
69	White 50A	25	4950	5800	.....	.....	198°	58¼	67⅞	Own GR	4-4¼x5¾	28.9	L	PC	.....	Zen	V	.....	L-N	Opt	.....	12-132	.....	.....
70	Wilcox M	.....	.....	.....	.....	.....	226¼	68½	80	Con 14H	6-4½x5¾	48.6	..	....	.....	Zen	V	Del	Del	.....	.....	.....	.....	.....
71	Yellow Coach Z	67	....	.....	.....	.....	200	72¾	76¾	Yell EZ	4-4 x6	25.6	X	PC	.....	Zen	V	Eis	N-E	.....	.....	12-100	35	5.0

°—More Wheelbases Furnished
•—Pneumatic
†—Dual Pneumatic
‡—Solid §—Dual Solid
A-K—Atwater Kent
A-L—Auto-Lite Arc—Archibald
Alc—Cincinnati Storage
B&B—Borg & Beck
Bim—Bimel B-L—Brown-Lipe
Bud—Budd Buda—Buda
Blo—Blood Bos—Bosch
Bus—Bush Cam—Campbell
Cla—Clark Col—Columbia
Cont—Continental
D—Multiple Dry Disk
Day—Dayton DJ—De Jon
Del—Delco
D. R.—Drive-shaft & rear
Dtl—Detlaff
E-D—External Driveshaft
E-R—External Rear Wheel
Eis—Eisemann Exi—Exide
F—Head & Side (Engine)
F—Full Floating
½—½ Floating
Fed—Fedders
Fli—Flint Ful—Fuller
FP—Full Pressure to all Bearings, including wrist pins
G—Gravity Glo—Globe
Gem—Gemmer G&O—G & O
Gou—Gould Hob—Hobbs
Hink—Hinkley
HaS—Hall Scott
Herc—Hercules
I—In Head
Ig—Internal Gear
I-F—Internal Four Wheels
Ind—Indestructible
I-R—Internal Rear Wheels

BUS SPECIFICATIONS

Designed and Sold Exclusively for Passenger Transportation

Adaptable for Bus Use, See Models Having Sign ($) CAR SPECIFICATIONS"

Line Number	TRANSMISSION: Clutch Type and Make	Gearset Make and Model	Gearset Location	Gearset Number of Forward Speeds	Universal Make	REAR AXLE: Make and Model	Final Drive	Type	Gear Ratio: Total in High	Gear Ratio: Total in Low	Service Brake Type & Location	Front Axle Make and Model	Steering Gear Make	TIRES AND WHEELS: Tires (in.) Front	Tires (in.) Rear	Wheels—Make	Rims—Make	DIMENSIONS (In.): Floor Height	Turning Radius	Overall Length	Overall Width	Clearance from Ground
1	D. B. L.	B. L. 60	U	4	U-M	Tim 6516	Wo	F	5.4	26.6	I-R	Tim 1550	Ros	36x6	38x7	Day	Fir	27½	34	316	90	9¼
2	D. B. L.	B. L. 51	U	4	Blo	Cla B6000	.....	½	5.5	26.4	I-R	Shu	Ros	34x7*	34x7*	Smi	Fir	21¾	.....	259	83¾	9¼
3	D. B. L.	B. L. 51	U	4	Blo	Cla B6000	.....	½	5.5	26.4	I-R	Shu	Ros	34x7*	34x7*	Smi	Fir	21¾	.....	276	83¾	9¼
4	D. B. L.	B. L. 50	U	4	Spi	Tim 6560	Wo	F	6.7	.....	I-R	She Spec	Ros	36x6*	36x6†	Bud	.....	31½	.....	.....	.....	.....
5	D. B. L.	B. L. 30	U	3	Spi	Col 53000	B	¾	5.1	.....	E-R	Col 5200	Gem	32x6	32x6	Van	Fir	28½	28	243	64	9
6	D. B. L.	B. L. 30	U	3	Spi	Col 53000	B	¾	5.1	.....	E-R	Col 5200	Gem	32x6	32x6	Van	Fir	28½	28	243	64	9
7	D. B. L.	B. L. 50	U	3	Spi	Tim 5816	B	½	5.8	.....	.....	Shu 5550	Ros	33x5	33x5†	Bud	Fir	.....	30	256	74	8½
8	D. B. L.	B. L. 55	U	4	Spi	Cla 3D	Ig	D	7.0	.....	.....	Shu 610B	Ros	36x6	36x6†	Bud	Fir	27½	32	295¼	90	7½
9	D. B. L.	B. L. 55	S	4	M-E	Tim 3566	Wo	F	6.5	34.8	I-R	Tim1544B	Ros	36x6*	36x6†	Bud	Fir	30	37	270	75½	9½
10	D. B. L.	B. L. 55	S	4	M-E	Tim 6516	Wo	F	6.7	36.1	I-R	Tim 1550	Ros	36x6	36x6†	Bud	Fir	26	40	286	90	7
11	B. L. 70	B. L. 60H	A	4	Blo	Tim 6516	Wo	F	6.8	27.2	I-R	Tim 1550	Ros	36x6	36x6†	Bud	Fir	20½	.....	330	88⅞	7
12	B. L. 70	B. L. 60H	A	4	Blo	Tim 6516	Wo	F	5.4	21.6	I-R	Tim 1550	Ros	36x6	36x6†	Bud	Fir	20½	.....	343	88⅞	7
13	D. B. L.	B. L. 51	U	4	Spi	Tim 6566	Wo	F	6.0	3.48	I-R	Tim 1544	Ros	36x6	36x6†	Bud	Fir	32	.....	.....	.....	9
14	D. B. L.	B. L. 35	U	3	Spi	Tim 6462	Wo	½	6.5	21.8	I-R	Tim 1526	Gem	36x6*	38x7*	Van	Fir	32	30	246½	70½	11
15	D. B. L.	B. L. 51	U	4	Spi	Tim 6566	Wo	F	6.7	36.1	I-R	Tim 1544	Gem	36x6*	40x8*	Bud	Fir	32	30	260	75½	12
16	D. B. L.	B. L. 51	U	4	Spi	Huck 85	R	F	5.7	30.6	I-R	She D 445	Gem	36x6*	36x6*	Bud	Fir	25	27	293	90	10½
17	D. Ful	Ful GU14	U	4	Blo	Cla 3D	Ig	D	7.0	33.6	I-R	Shu 610B	Ros	36x6*	36x6†	Bud	Fir	21	34	294	91	8
18	D. B. L.	B. L.	U	4	Pet	Vu 14	Wo	F	6.5	32.1	I-R	Shu	Ros	34x5	34x5†	Mot	Fir	27	28	268	82	9
19	D. B. L.	B. L. 55	U	4	Spi	Tim 6516	Wo	F	4.6	19.7	I-R	Tim 1550	Ros	36x6*	36x6†	Bud	.....	20¾	38½	342	89	7½
20	D. B. L.	B. L. 50	U	4	Spi	Tim 6516	Wo	F	4.6	19.7	I-R	Tim 1524	Ros	36x6*	36x6†	Bud	.....	22½	38	339	89	7½
21	P. B. & B.	Det R400	S	4	Spi	Tim 6566	Wo	F	6.7	39.8	.....	Own	Gem	36x6*	36x8*	Smi	Fir	30	28	266⅜	.....	10
22	P. Own	Own J	S	4	Sne	Tim 6412	Wo	½	5.4	21.6	I-R	Tim 1523	Ros	36x6*	36x6†	Bud	.....	29½	33	277	87½	7
23	P. Own	Own L	S	4	Sne	Own L	Ig	F	6.6	.....	E-D	Own L	Ros	36x5‡	36x5§	Own	.....	25	33	296	90	6
24	D. Own	Own 51D	S&U	8	Spi	Tim 6511G	Wo	F	5.4	26.1	I-R	Tim 1550	Ros	36x6*	36x6†	.....	Fir	28¼	30	295	91	7
25	D. B. L.	B. L. 31	U	3	U-M	Tim 5516H	B	½	5.3	21.3	I-F	Tim 2341H	Lav	32x6	32x6	Day	Fir	23	28	.....	84	9
26	D. B. L.	B. L. 60S	U	4	Spi	Tim	Wo	F	4.8	16.7	I-F	Tim 1560C	Ros	36x6	36x6†	Bud	Fir	23	35	.....	.....	6½
27	Ful	Ful	U	4	Spi	Tim	Wo	F	.....	.....	.....	Tim	Ros	36x6*	36x6†	Bud	Fir	26	.....	298	.....	.....
28	D. Dodge	Dodge	U	3	UP	Own	SP	½	6.3	26.3	-R	Tim 1760A	Dodge	32x6	34x7	Smi	Fir	26	29½	252¼	87¼	10
29	D. B. L.	B. L. 51	S	7	Spi	Tim 6566	Wo	F	4.6	.....	I-F	Con	Ros	32x6	32x6†	Van	Fir	22	33	298	89	7
30	D. B. L.	B. L. 31	....	3	.....	.....	B	.....	.....	.....	.....	Shu 5410	Ros	36x5	33x5†	Bud	.....	25	.....	.....	.....	.....
31	D.	B. L. 51	....	4	.....	.....	R	.....	.....	.....	.....	She 445	.....	36x6	36x6†	Bud	.....	26	.....	.....	.....	.....
32	D. Mun	Mun	U	3	Own	Eat	Ig	F	5.4	.....	I-R	Eat	Own	33x5	33x5	Own	.....	24	.....	217	56	.....
33	D. B. L.	B. L. 35	U	4	Spi	Wis 60B	R	...	5.8	19.0	I-R	Shu 610	Ros	34x7*	34x7*	Whi	Gdy	24	.....	252	76	8
34	D. B. L.	B. L. 31	U	3	Sne	Sal D	B	¾	7.7	27.6	E-R	Sal	Gem	34x5	34x5	Ind	Fir	29	27	220	70	11
35	D. B. L.	B. L. 31	U	3	Spi	She	W	½	5.5	26.4	I-R	Shu5550B	Ros	32x6	32x6†	Bud	...	25	28	262	86	9
36	D.B.L.	B.L. 55	U	4	Spi	Huck 85	R	F	6.65	35.8	I-R	She D 445	Ros	34x7	34x7†	Bud	Fir	27½	41	312½	92½	7⅛
37	D. Own	Own AB	U	4	Spi	Own AB	R	F	6.7	21.5	I-R	Own AB	Own	32x6*	32x6*	Bud	Fir	25¾	28¼	228	78½	8¼
38	D. Own	Own AB	U	4	Spi	Own AB	R	F	6.7	21.5	I-R	Own AB	Own	32x6*	32x6*	Bud	Fir	25¾	32	317¼	78½	8¼
39	D. Own	Own AB	U	4	Spi	Own AB	R	F	6.7	21.5	I-R	Own AB	Own	32x6*	32x6*	Bud	Fir	27¼	32½	307¼	78½	10¼
40	B&B	Cam	A	3	U-M	Fli	SP	½	5.3	21.5	E-R	Fli	Lav	30x5	30x5†	Bud	Fir	24	27	244½	75	7½
41	D. Ful	Ful GU7	U	4	Spi	Wal 25A	R	F	7.6	37.0	-R	Shu 610	Ros	36x6	40x8	StM	Fir	26	33½	.....	.....	.....
42	D. Det	Cot AAU	U	3	Spi	Wis 40R61	R	½	.....	.....	I-R	Shu	Ros	32x6*	32x6†	Ind	.....	23½	28	.....	.....	10
43	D-Det	Cot AU	U	4	Spi	Wis 120R	R	½	6.1	32.0	I-R	Tim 1550	Ros	36x6*	36x6†	Ind	Fir	26	30	256	86	10
44	D. B. L.	B. L. 30	U	3	Pet	Tim 5512	Wo	½	5.5	22.0	E-R	Tim 1250	Ros	32x6	32x6	Own	Gdy	23½	.....	.....	.....	7
45	D. B. L.	B. L. 51	U	4	Pet	Tim 6410	Wo	½	6.0	32.1	I-R	Tim 1550	Ros	34x5*	34x5†	Bud	.....	24½	.....	.....	.....	8½
46	D. B. L.	B. L. 51	U	4	Pet	Tim 6511	Wo	F	6.0	32.1	I-R	Tim 1550	Ros	36x6*	36x6†	Bud	.....	25½	.....	.....	.....	9
47	Own	Own W	A	4	Spi	Own W	Wo	F	6.0	32.0	E-D	Own	Own	36x6*	36x6†	Bud	.....	28	37½	282	89⅛	8
48	Own	Own W	A	4	Spi	Own W	Wo	F	6.0	32.0	E-D	Own	Own	36x6*	36x6†	Bud	.....	28	40	303	89⅛	8
49	Own	Own W	S	3	Own	Own W	SP	½	5.7	21.0	E-R	Own W	Own	32x6	34x7	Bud	.....	28½	31	197	85	8½
50	Own	Own W	S	3	Own	Own W	SP	½	5.7	21.0	E-R	Own W	Own	32x6	32x6†	Bud	.....	28½	31	264½	88½	8⅛
51	Ful	Ful	U	3	Spi	Eat	Ig	D	6.2	25.0	E-D	Eat	Jac	34x7	34x7	Van	Fir	21	.....	270½	67¼	7½
52	D. B. L.	B. L.	U	4	.....	Col 53000	S	¾	5.12	27.3	A	Shu 5550	Jac	32x6	32x6	Bud	Fir	24	28	272	90	9
53	D. B. L.	B. L. 60	U	4	.....	Wis 66	R	F	5.83	23.3	A	Shu 5550B	.....	32x6	32x6	Bud	Fir	24	32	310	90	9
54	B-L	B-L	U	4	Blo	Tim 6420	Wo	F	.....	.....	I-R	Tim 1550	Ros	34x7	34x7	Bud	.....	.....	35	320¼	90	.....
55	D. Ful	Own	A	8	Blo	Wis 9	R	F	6.0	30.0	I-F	Shu	Ros	36x6*	36x6†	Bud	Fir	24½	33½	.....	91¼	7½
56	D.B.L.	B.L. 31	U	3	Blo	Cla 501	B	½	Opt.	Opt.	.....	Shu	Ros	32x6	32x6	Van	.....	24	.....	Opt.	Opt.	7½
57	D. B. L.	B. L.	S	4	Spi	Tim	Wo	F	7.7	31.0	-R	Tim	Gem	36x5	36x5	Arc	Fir	29⅛	33	300	91	7
58	D. B. L.	B. L. 50	U	4	Spi	Tim 6564	Wo	F	5.4	28.9	.....	Tim 1554B	Ros	36x6*	36x6†	Bud	.....	.....	.....	287	.....	.....
59	D. B. L.	B. L. 55	U	4	Spi	Tim 6564	Wo	F	5.4	28.9	.....	Tim 1544B	Ros	36x6*	36x6†	Bud	.....	.....	.....	287	.....	.....
60	D. B. L.	B. L. 55	U	4	Spi	Tim 6564	Wo	F	5.4	28.9	.....	Tim 1544B	Ros	36x6*	36x6†	Bud	.....	.....	.....	318	.....	.....
61	D.	.....	U	4	.....	.....	B	.....	.....	.....	.....	.....	.....	32x6	32x6†	Bun	.....	.....	.....	.....	.....	8
62	D.	.....	U	4	.....	.....	B	.....	.....	.....	.....	.....	.....	32x6	32x6†	Bud	.....	.....	.....	.....	.....	8
63	D. Ful	Ful HU-16	U	4	Spi	Tim6518B2	Wo	F	4.8	30.2	I-R	Tim1560B2	Ros	36x6*	36x6†	Bud	.....	22	.....	310	90	7
64	Ful HU16	Ful 4	A	4	Blo	Wis 675	R	F	5.8	34.8	I-R	Shu 610B	Jac	32x6	32x6†	Bud	.....	26	30	343	90	6
65	Ful GU14	Ful 4	U	4	Blo	Wis 460	R	F	5.0	24.0	I-R	Shu 5550B	Jac	34x7	34x7	Bud	.....	26	28	280	87	9
66	B. L.	B. L.	....	....	Own	.....	.....	.....	.....	.....	D.R.	.....	Ros	38x9*	36x10	Own	Fir	19	27	330	95	9
67	B. L.	B. L.	....	....	Own	.....	.....	.....	.....	.....	D.R.	.....	Ros	38x9*	36x10	Own	Fir	19	27	336	95	9
68	D. B. L.	B. L. 55	A	4	Spi	Tim 6566	Wo	F	6.0	32.1	I-R	Col	Ros	36x6*	36x6†	Bud	Fir	28	36	304	75½	9½
69	Own	Own 50A	U	4	Spi	Own 50A	R	½	4.6	23.2	E-D	Own 50A	Own	32x6	32x6†	Bud	Fir	28¼	32½	274¾	81⅛	7⅛
70	D.	.....	U	4	.....	.....	R	F	6.5	.....	I-R	.....	.....	36x6	36x6†	.....	.....	21½	.....	324	94	.....
71	P. Own	Cot	S	4	Spi	Tim	Wo	½	6.2	.....	I-R	Tim	Ros	34x6†	34x6†	Day	.....	25¾	36	290¾	89⅜	.....

Joh—Johnson Kel—Kells
L—L-Head Lav—Lavine
L-N—Leece-Neville Lon—Long
M&E—Merchant & Evans
McC—McCord
Mot—Motor Wheel Corp.
N-E—North-East
NP—No Provision
Opt—Optional
P—Single Plate Pet—Peters

PC—Pressure to all Crankshaft & connecting Rod Bearings—Splash to other parts
Pol—Prest-O-Lite
R—Double Reduction
Ros—Ross
Rem—Remy
R&V—R & V Knight
Sal—Salisbury Sew—Sewell
Sne—Snead SP—Spiral Bevel

S—Separate Unit Spi—Spicer
She—Sheldon Spa—Sparton
StM—St. Marys
Shu—Shuler
Ste—Stewart
Str—Stromberg
Sp—Splash
Tim—Timken
U—Unit with Engine
U. P.—Universal

Van—Van Motor Wheels
V—Vacuum
Wal—Walker
Whi—Whitcomb
Wes—Westinghouse
Wil—Willard Wisc—Wisconsin
Wis—Wisconsin Wo—Worm
X—Sleeve Valve
Yel—Yellow Zen—Zenith
a—Other ratios optional

KEY OF ABBREVIATIONS

Wheelbase:

*—More than one wheelbase furnished.

Tires:

§§—Unless marked otherwise all tires are solids.
•—Pneumatics standard equipment.
‡—Pneumatics at Extra Cost.
†—Dual on Rear.

Engine:

Bud—Buda Co., Harvey, Ill.
Con—Continental M. Corp., Detroit, Mich.
D—Head & Side
GBS—Golden, Belknap & Swartz Co., Detroit, Mich.
H—Overhead.
HaS—Hall-Scott Motor Car Co., Berkeley, Cal.
Her—Hercules M. Mfg. Co., Canton, Ohio.
Himico—Hinkley Motors, Inc., Detroit, Mich.
Hin—Hinkley Motors, Inc., Detroit, Mich.
H-S—Herschell-Spillman Motor Co., North Tonawanda, N. Y.
Jackson—Master Motor Truck Mfg. Co., Chicago, Ill.
Kni—Yellow Sleeve Valve Eng. Works, East Moline, Ill.
L—L-Head.
Lyc—Lycoming M. Corp., Williamsport, Pa.
Mid—Midwest Eng. Co., Indianapolis, Ind.
FP—Full Pressure to all bearings including wrist pins.
Overland—Willys-Overland Co., Toledo, O.
PC—Pressure to all crankshaft and connecting rod bearings.
PS—Pressure with splash.
SP—Circulating splash.
T—T-Head.
Wau—Waukesha M. Co., Waukesha, Wis.
Wis—Wisconsin M. Mfg. Co., Milwaukee, Wis.
X—Sleeve.

Governor:

Con—Continental M. Corp., Detroit, Mich.
Dup—Duplex Eng. Gov. Co., Brooklyn, N. Y.
Han—Handy Gov. Co., Detroit, Mich.
Hin—Hinkley Motors, Inc., Detroit, Mich.
K. P.—K. P. Products Co., New York, N. Y.
McK—E. R. Klemm, Chicago, Ill.
Mon—Monarch Gov. Co., Detroit, Mich.
Non—Not Supplied.
Pha—Pharo Mfg. Co., Detroit, Mich.
Pie—Pierce Governor Co., Anderson, Ind.
Sim—Duplex Eng. Gov. Co., Brooklyn, N. Y.
Wau—Waukesha M. Co., Waukesha, Wis.

Radiator:

Bus—Bush Mfg. Co., Hartford, Conn.
Chi—Chicago Mfg. Co., Chicago, Ill.
E-M—English & Mersick Co., New Haven, Conn.
Fed—Fedders Mfg. Co., Buffalo, N. Y.
Fle—Flexo Mfg. Co., Los Angeles, Cal.
G&O—G. & O. Mfg. Co., New Haven, Conn.
Har—Harrison Rad. Corp., Lockport, N. Y.
Idl—Ideal Sheet Metal Works, Chicago, Ill.
Liv—Livingston Radiator Corp., Plainfield, N. J.
Lon—Long Mfg. Co., Detroit, Mich.
McC—McCord Rad. & Mfg. Co., Detroit, Mich.
Mod—Modine Mfg. Co., Racine, Wis.
Per—Racine Radiator Co., Racine, Wis.
R-T—Rome-Turney Rad. Co., Rome, N. Y.
Stn—Standard Radiator Co., Inc., Springville, N. Y.

Fuel System:

Car—Carter Carburetor Co., St. Louis, Mo.
Ens—Ensign Car. Co., Los Angeles, Cal.
G—Gravity.
Hol—Holley Carburetor Co., St. Louis, Mo.
Joh—Johnson Co., Detroit, Mich.
Mar—Marvel Carburetor Co., Flint, Mich.
P—Pressure.
Ray—Beneke & Kropf Mfg. Co., Chicago, Ill.
Sch—Wheeler Schebler Carburetor Co., Indianapolis, Ind.
Ste—Detroit Lubricator Co., Detroit, Mich.
Str—Stromberg Motor Devices Co., Chicago, Ill.
Til—Tillotson Mfg. Co., Toledo, Ohio.
V—Vacuum.
Zen—Zenith-Detroit Corp., Detroit, Mich.

Electrical System:

‡—Generator & Starter at Extra Cost.
†—Starter not Supplied, Generator at Extra Cost.
*—Starter at Extra Cost.
A-L—Electric Auto-Lite Corp., Toledo, O.
Apo—Apollo Magneto Corp., Apollo, Pa.
Bij—Bijur Motor Appliance Co., Hoboken, N. J.
Bos—American Bosch Magneto Co., Springfield, Mass.
Con—Connecticut Telephone & Electric Co., Meriden, Conn.
Del—Dayton Engin. Lab. Co., Dayton, Ohio.
Dyn—Owen Dyneto Corp., Syracuse, N. Y.
Eis—Eisemann Magneto Corp., Brooklyn.
G&D—Gray & Davis, Boston, Mass.
L-N—Leece-Neville Co., Cleveland, O.
N-E—North East Elec. Co., Rochester, N. Y.
Non—Not Supplied.
Rem—Remy Electric Co., Anderson, Ind.
RBo—Robert Bosch Magneto Co., New York, N. Y.
Sci—Scintilla Magneto Co., New York, N.Y.
Sim—Simms Magneto Co., E. Orange, N. J.
Spl—Splitdorf Electrical Co., Newark, N. J.
Ves—Vesta Battery Corp., Chicago, Ill.
Wes—Westinghouse Elec. & Mfg. Co., Springfield, Mass.

Clutch and Gearset:

*—Other ratios optional.
A—Amidships.
B & B—Borg & Beck Co., Chicago, Ill.
B-L—Brown-Lipe Gear Co., Syracuse, N. Y.
Cot—Cotta Transmission Corp., Rockford Ill.
Cov—Covert Gear Co., Lockport, N. Y.
Det—A. J. Detlaff Co., Detroit, Mich.
D-G—Detroit Gear & Machine Co., Detroit, Mich.
Dod—Dodge Brothers Co., Detroit, Mich.
D—Disk.
Dur—Durston Gear Corp., Syracuse, N. Y.
Ful—Fuller & Sons Mfg. Co., Kalamazoo, Mich.
H-S—Hele-Shaw, Merchant & Evans Co., Philadelphia, Pa.
J—Unit with Jackshaft.
K—Cone.
Lon—Long Mfg. Co., Detroit, Mich.
M-E—Merchant & Evans Co., Phila., Pa.
Mun—Muncie Gear Works, Muncie, Ind.
O—Disk in Oil.
P—Plate.
R—Rear Axle.
U—Unit with Engine.
W-G—Warner Gear Co., Muncie, Ind.

Universal:

B.G.—Universal Machine Co., Bowling Green, Ohio.
Blo—Blood-Bros. Mach. Co., Allegan, Mich.
Det—Universal Products Co., Detroit, Mich.
Har—Hartford Auto Parts Corp., Hartford, Conn.
M-E—Merchant & Evans Co., Phila., Pa.
Pet—Cleveland Universal Parts Co., Cleveland, Ohio.
Pic—Carl Pick Co., West Bend, Wis.
Sne—Snead & Co., Jersey City, N. J.
Spi—Spicer Mfg. Corp., S. Plainfield, N. J.
The—Thermoid Rubber Co., Trenton, N. J.
U-M—Universal Machine Co., Bowling Green, Ohio.
U-P—Universal Products Co., Detroit, Mich.

Front and Rear Axles:

½—Semi-Floating.
¾—Three-Quarter Floating.
Cla—Clark Equip. Co., Buchanan, Mich.
Col—Columbia Axle Co., Cleveland, O.
Con—Continental Axle Co., Edgerton, Wis.
C—Chain.
B—Straight Bevel.
D—Dead.
Eat—Eaton Axle Co., Cleveland, Ohio.
F—Floating.
I—Internal Gear.
P—Spur Gear.
R—Double Reduction.
Rus—Russel Motor Axle Co., Detroit, Mich.
S—Spiral Bevel.
Sal—Salisbury Axle Co., Jamestown, N. Y.
She—Sheldon Axle & Spring Co., Wilkes-Barre, Pa.
Shu—Shuler Axle Co., Inc., Louisville, Ky.
Std—Standard Parts Co., Cleveland, O.
Tim—Timken Detroit Axle Co., Detroit, Mich.
Tor—Eaton Axle & Spring Co., Cleveland, Ohio.
Vul—Vulcan Motor Axle Co.
Wal—Walker Axle Co., Chicago, Ill.
W—Worm.
Wis—Wisconsin Parts Co., Oshkosh, Wis.

Brake:

A—Rear Wheels only.
B—Drive Shaft and Rear Wheels.
C—Front and Rear Wheel.
D—Jackshaft and Rear Wheels.
E—4 Wheel Brakes.

Springs:

Amc—American Auto Parts Co., Detroit, Mich.
Arm—General Motors Co., Pontiac, Mich.
Bea—Beans Spring Co., Inc., Massillon, O.
Bet—Betts Bros. Sp. Co., Inc., San Francisco, Cal.
Cha—Champion Auto Sp. Co., St. Louis, Mo.
Del—D. Delany & Son, Newark, N. J.
Det—Detroit Steel Prod. Co., Detroit, Mich.
G-C—Garden City Sp. Works, Chicago, Ill.
Har—Harvey Sp. & Forging Co., Racine, Wis.
Lah—Laher Auto Spring Co., Portland, Ore.
Mar—Maremont Mfg. Co., Chicago, Ill.
Mat—Mather Spring Co., Toledo, O.
Mer—E. R. Merrill Spring Co., New York.
Pen—Penn Sp. Works, Baldwinsville, N. Y.
Per—Perfection Sp. Co., Cleveland, O
Row—William & Harvey Rowland, Phila, Pa.
She—Sheldon Axle & Sp. Co., Wilkes-Barre, Pa.
S. P.—Spring Perch Co., Stratford, Conn.
S. S.—Standard Steel Sp. Co., Coraopolis, Pa.
Tut—Tuthill Sp. Co., Chicago, Ill.
U. S.—United States Sp. Co., Los Angeles, Cal.

Steering Gear:

CAS—C. A. S. Products Co., Columbus, O.
Dod—Dodge Bros. Co., Detroit, Mich.
Gem—Gemmer Mfg. Co., Detroit, Mich.
Jac—Saginaw Products Co., Saginaw, Mich.
Lav—Lavine Gear Co., Milwaukee, Wis.
Ros—Ross Gear & Tool Co., Lafayette, Ind.
Woh—Wohlrab Gear Co., Racine, Wis.

Wheels:

Arc—Archibald Wheel Co., Lawrence, Mass.
A-W—Auto Wheel Co., Lansing, Mich.
Bet—Bethlehem Steel Co., Bethlehem, Pa.
Bim—Bimel Spoke & Auto Wheel Co., Portland, Ind.
Bud—Budd Wheel Co., Phila., Pa.
Cla—Clark Equip. Co., Buchanan, Mich.
Day—Dayton Steel Foundry Co., Dayton, Ohio.
Dis—Disteel Wheel Corp., Detroit, Mich.
Hay—Hayes Wheel Co., Jackson, Mich.
Hoo—Hoopes, Bro. & Darlington, Inc., West Chester, Pa.
Ind—Indestructible Wheel Co., Lebanon, Ind.
Int—Interstate Foundry Co., Chicago, Ill.
Jon—Jones, Phineas & Co., Newark, N. J.
Kel—Kelsey Wheel Co., Detroit, Mich.
M-M—Michigan Malleable Iron Co., Detroit.
Mot—Motor Wheel Corp., Lansing, Mich.
Mun—Muncie Wheel Co., Muncie, Ind.
Nor—Northern Wheel Corp., Alma, Mich.
Pru—Prudden Wheel Co., Lansing, Mich.
Roy—Royer Wheel Co., Aurora, Ind.
Sch—Schwarz Wheel Co., Phila., Pa.
Smi—Smith Wheel, Inc., Syracuse, N. Y.
StM—St. Marys Wheel Co., St. Marys, O.
Std—Standard Wheel Co., Terre Haute, Ind.
Van—Van Wheel Corp., Oneida, N. Y.
Way—Wayne Wheel Co., Newark, N. Y.

Rim Equipment:

Fir—Firestone Steel Products Co., Akron, Ohio.
Gdy—Goodyear Tire & Rubber Co., Akron, Ohio.
Hay—Hayes Wheel Co., Jackson, Mich.
Jax—Jaxon Steel Prod. Co., Jackson, Mich.
Kel—Kelsey Wheel Co., Detroit, Mich.
Non—None Supplied.

Replacement Table—Corrected Monthly

Including Piston Ring Sizes, Carburetor Sizes, Hose Sizes, Fan Belt Sizes, Brake Lining Sizes and Truck Frame Dimensions

★ Note: Under Carburetor Inlet Diameter Will be Found Either the Size of Main Air Intake or the Gasoline Fuel Line

Fan Belt Type: V—V-Shape, F—Flat, R—Round

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING							FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency			Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter ★	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Ace 40-1½	3	⅛	1	1	V	7	1¾	8	1¼	40⅝	2	F	12	3¼	¼	4	12	3¼	¼	4	122½	76⅜	215¼	32	9
Ace 60-3	3	⅛	1¼	¼	V	10	2	15	1¼	42⅝	2	F	13½	3½	¼	4	13½	3½	¼	4	Opt	84½	241	.....	9½
Acme Flyer	3	¼	1	1½	V	8¾	1½	10	1½	42	1½	F	23	2½	¼	2	48	2¼	⅛	1	96⅞	56⅞	189	34	8½
Acme 20L-1½	3	⅛	1¼	1¼	V	7	1¼	11	1¼	34	1¼	F	12	3	¼	4	12	3	¼	4	108⅝	63⅜	200	34	10½
Acme 60L-3	4	¼	1½	1¼	V	11½	1½	12½	1½	41¾	1½	F	13	3½	¼	2	13	3½	¼	2	140⅛	79⅜	235½	34	10
Acme 90L-5	4	¼	1½	1½	V	10	1½	10	1½	40½	1¾	F	15½	3¾	¼	2	15½	3¾	¼	2	153¾	96¾	255	37	10¾
Acme 125-6¼	4	¼	1½	1½	V	10	1½	10	1½	40½	1¾	F	18	4	¼	2	18	4	¼	2	159¾	99¾	261	37	10
American-LaFrance W	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	132	81	236	33	10
American-LaFrance W	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	156	98	260	33	10
American-LaFrance W	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	180	110	284	33	10
American-LaFrance Y	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	144¼	89⅛	244¼	36	9
American-LaFrance Y	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	168¼	103⅛	268¼	36	9
American-LaFrance Y	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	210¼	124⅞	310⅞	36	9
American-LaFrance Y	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	144¼	90¼	244¼	36	10
American-LaFrance Y	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	180	110	284	33	10
American-LaFrance Y	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	144¼	89⅛	244¼	36	9
American-LaFrance V	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	144¼	89⅛	244¼	36	9
American-LaFrance V	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	180	110	284	33	10
American-LaFrance Y	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	144¼	89⅛	244¼	36	9
American-LaFrance Y	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	180	110	284	33	10
American-LaFrance V	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	144¼	89⅛	244¼	36	9
American-LaFrance V	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	180	110	284	33	10
American-LaFrance Y	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	144¼	89⅛	244¼	36	9
American-LaFrance Y	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	180	110	284	33	10
American-LaFrance V	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	144¼	89⅛	244¼	36	9
American-LaFrance V	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	180	110	284	33	10
American-LaFrance Y	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	144¼	89⅛	244¼	36	9
American-LaFrance Y	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	180	110	284	33	10
American-LaFrance V	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	144¼	89⅛	244¼	36	9
American-LaFrance V	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	180	110	284	33	10
American-LaFrance Y	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	144¼	89⅛	244¼	36	9
American-LaFrance Y	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	180	110	284	33	10
American-LaFrance V	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	144¼	89⅛	244¼	36	9
American-LaFrance V	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	180	110	284	33	10
American-LaFrance Y	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	144¼	89⅛	244¼	36	9
American-LaFrance Y	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	180	110	284	33	10
American-LaFrance V	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	144¼	89⅛	244¼	36	9
American-LaFrance V	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	180	110	284	33	10
American-LaFrance Y	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	144¼	89⅛	244¼	36	9
American-LaFrance Y	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	180	110	284	33	10
American-LaFrance V	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	144¼	89⅛	244¼	36	9
American-LaFrance V	3	¼	1	⅛	V	5⅛	1½	10½	1½	36	2	F	†	†	¼	4	17	3½	¼	4	180	110	284	33	10
Armleder 30-1½	3	¼	1¼	⅛	V	10	1¾	16½	1¼	33⅛	1½	F	11⅛	3¼	¼	4	11⅛	3¼	¼	4	Opt	71⅝	215⅜	32	9¼
Armleder 50-2½	4	¼	1¼	⅛	V	12	2	17¾	1¼	35¾	2	F	13	3½	¼	4	13	3½	¼	4	Opt	77⅛	228⅜	32	10
Atterbury 24-R	4	⅛	1¼	⅜	V	10½	1½	16	1½	34¼	⅝	V	11⅛	3¼	¼	4	11⅛	3¼	¼	4	119¼	76	211¾	34	9½
Atterbury 22C-2½	4	¼	1¼	⅜	V	10½	1½	16	1½	40½	1½	F	13⅛	3½	¼	4	13⅛	3½	¼	4	129¼	78¾	225	34	9⅞
Atterbury 22D-3½	4	¼	1¼	⅜	V	10½	1½	16	1½	40½	1½	F	15⅛	3¾	¼	4	15⅛	3¾	¼	4	142¾	93¼	242	37½	10⅛
Atterbury 24E	4	¼	1½	⅜	V	10½	1½	16	1½	42⅜	1¾	F	17¾	4	¼	4	17¾	4	¼	4	159¾	89¼	263	37½	10⅛
Autocar XXI-F-1½	4	⅛	1	1⅝	V	5	1⅛	9½	1⅛	.....	.....	...	16¼	2½	⅛	4	16¼	2½	⅛	4	91	67	156	34	9½
Autocar XXI-G-1½	4	⅛	1	1⅝	V	5	1⅛	9½	1⅛	.....	.....	...	16¼	2½	⅛	4	13½	2½	⅛	4	114	90	179	34	9½
Autocar XXVI-M4-6	4	⅛	1	1⅝	V	3½	1½	3½	1½	49½	2	F	23½	2¾	¼	4	23½	2¾	¼	4	139¾	80¾	223¼	34½	10
Autocar XXVI-L4-6	3	¼	1	1⅝	V	3½	1½	3½	1½	49½	2	F	23½	2¾	¼	4	23½	2¾	¼	4	175¾	116¾	259¼	34⅞	10
Autocar XXVII-H3	3	¼	1	1⅝	V	3½	1½	3½	1½	47½	2	F	20½	2	¼	4	20½	2	¼	4	131½	76	213¼	34½	10⅛
Autocar XXVII-K3	3	¼	1	1⅝	V	3½	1½	3½	1½	47½	2	F	20½	2	¼	4	20½	2	¼	4	155½	100	237¼	34½	10⅛
Available J-H-1½	4	⅛	2¼	1	...	11	1⅝	14	1⅝	40	2	...	48	2½	¼	2	36	2½	¼	2	120	80½	201¼	32	9
Available J-H2	4	⅛	2¼	1	V	12	1⅝	14	1⅝	40	2	F	48	2½	¼	2	36	2½	¼	4	120	84½	212	32	9
Available J-H-2½	4	⅛	2¼	1	...	11	1⅝	14	1⅝	40	2	...	13½	3½	¼	4	13½	3½	¼	4	144	85⅝	226⅞	32	9
Available J-H-3½	4	⅛	2½	1	V	12	1⅝	14	1⅝	42	2	F	16	3¾	¼	4	16	3¾	¼	4	168	106⅜	254⅞	36	9
Available J-H-5	3	¼	2¾	1	...	12	2	16	2	40	2	...	18	4	¼	4	18	4	¼	4	168	112⅝	263½	38	0
Bessemer G-1	3	⅛	1	⅛	V	11½	2¼	10	2¼	42	⅝	V	46	2½	⅛	2	44	2¼	⅛	2	98¼	58½	182¾	34	.....
Bessemer H-2-1½	3	⅛	1	⅛	V	11½	2¼	10	2¼	43	⅝	V	16⅜	2	¼	8	16⅜	2	¼	8	116	76	203	34	.....
Bessemer J2-2½	3	⅛	1¼	⅛	V	12	1½	5	1⅞	36¼	1¼	F	18⅜	2¼	¼	8	18⅜	2¼	¼	8	142⅜	92¼	229	34	.....
Bethlehem KN-1	3	⅛	.....	1	V	8¾	2⅛	8	2⅛	35½	1¼	F	20½	1¾	⅛	2	20½	1¾	⅛	2	89¼	56¼	175	32	10½
Bethlehem GN-2	3	⅛	.....	1¼	V	8½	2⅝	9½	2⅝	40⅞	1½	F	51	2½	⅛	1	37	2½	⅛	1	116¾	74	208¼	34½	9¼
Bethlehem L	3	⅛	.....	1¼	V	8½	2⅝	9½	2⅝	40⅞	1½	F	51	2½	⅛	1	37	2½	⅛	1	134¾	81½	226¼	34½	8½
Betz J3-1	3	⅛	1	1¼	V	12	1½	17	1¼	33½	1½	F	11	3	¼	4	11	3	¼	4	126	90	215	34	10
Betz D3-2½	3	¼	1¼	⅛	V	12	2⅛	12	1½	33½	1¼	F	11	3	¼	4	11	3	¼	4	Opt	.....	.....	34	.....
Biederman 20-1-1½	3	⅛	1⅝	1¼	V	10	1¼	14	1¼	34	1⅛	F	12	3½	¼	4	12	3½	¼	4	96	72	204	32	10
Biederman 30-1¼-2	3	⅛	1⅝	1¼	V	10	1¼	14	1¼	34	1⅛	F	43	2¼	⅛	4	43	2¼	⅛	4	120	84	228	32	10
Biederman 40-1½-2½	3	⅛	1⅝	1¼	V	10	1¼	14	1¼	34	1⅛	F	12	3	¼	8	12	3	¼	8	144	96	252	32	10
Biederman 60-2½-3½	3	⅛	1⅝	1½	V	12	1¾	14¾	1¼	34	1⅛	F	12	3¼	¼	8	12	3¼	¼	8	168	108	276	32	10
Biederman 80-3½-5	3	⅛	1⅝	1½	V	12	1¾	14¾	1¼	34	1⅛	F	13	3¼	¼	8	13	3¼	¼	8	192	120	300	32	10
Brinton C-1½	3	⅛	1⅝	⅜	...	11	1¼	13	1¼	33	⅜	F	15½	3¾	¼	8	15½	3¾	¼	8	118	.....	.....	.....	33
Brinton D-2½	3	⅛	1⅝	⅜	...	11	1¼	13	1¼	33	⅜	F	39	2½	⅛	1	38	2½	⅛	1	118	.....	.....	.....	33
Brockway S-12-1½	3	⅛	1	1¼	V	10½	2¼	5½	2¼	39	1¼	F	13	3½	¼	2	13	3½	¼	2	135½	.....	.....	.....	.....
Brockway K-11-2½	4	⅛	1¼	1½	V	6½	1¾	13	1¼	34	1¼	F	10	3¼	¼	4	10	3¼	¼	4	118	72	118½	32	.....
Brockway R-12-3½	4	⅛	1¼	1½	V	9½	1¾	14	1¼	34	1½	F	13	3½	¼	4	13	3½	¼	4	142	89½	123½	34	.....
Brockway T-6-5	4	¼	1½	1¾	V	13	2	22	2	40⅜	2	F	15⅛	3¾	¼	4	15⅛	3¾	¼	4	176	102¾	175	36	.....
													17¾	4	¼	4	17¾	4	¼	4	176	104½	176	36	.....
Casco A-1	4	⅛	1	⅛	V	12	1¾	14½	1¼	34¾	1½	F	48½	2½	⅛	1	48	2¼	⅛	1	104	61	192¼	34	10
Chevrolet Sup. Com. Chassis	3	⅛	.....	.....	.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	...	.....	.....	.....	...	Opt	Opt	146	44	9⅞
Chevrolet Utility Exp	3	⅛	.....	.....	.....	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	...	.....	.....	.....	...	Opt	Opt	156	37	10
Clinton 20-1¼	4	⅛	1	⅛	H	8	1¾	14	1¼	33	1½	F	20½	1¾	⅛	2	20½	1¾	⅛	2	112	73¾	207	34	10
Clinton 45-2	4	⅛	1¼	⅛	H	11	1¾	17½	1¼	36⅜	2	F	11¾	3¼	¼	4	11¾	3¼	¼	4	131	81	233	33¼	9
Clinton 65-3	4	¼	1¼	⅛	H	11	2	19	1¼	38⅜	2	F	13⅛	3½	¼	4	13⅛	3½	¼	4	166	102	270½	33¼	9½
Clinton 90-90M-4	4	¼	1¼	⅛	H	13¼	2	19	1¼	38⅜	2	F	15⅝	3¾	¼	4	15⅝	3¾	¼	4	163	105	270½	38	8½
Clinton 120L-120LM-5	4	¼	1½	⅛	H	12	2	18	1½	41	2	F	18	4	¼	4	18	4	¼	4	206½	115	318	38	8
Clinton 120S-120SM-5-7	4	¼	1½	⅛	H	12	2	18	1½	41	2	F	18	4	¼	4	18	4	¼	4	130½	91	242	38	10
Clydesdale 120B-5-5-6	3	⅛	1	⅛	V	9	2	18½	2	46½	2	F	18	4	¼	4	18	4	¼	4	131	.....	.....	38	.....
Clydesdale 90-3½-4½	3	⅛	1	⅛	V	9	1½	14	1½	42	1½	F	16	3¾	¼	4	16	3¾	¼	4	143	.....	.....	38	.....
Clydesdale 65EX 2½-3	3	⅛	1	⅛	V	9	1½	14	1½	42	1½	F	13¼	3½	¼	4	13¼	3½	¼	4	132	.....	.....	33¼	.....
Clydesdale 65X-2½-3	3	⅛	1	⅛	V	11	1½	11	1½	11	1½	F	13¾	3½	¼	4	13¾	3½	¼	4	137	.....	.....	33¼	.....
Clydesdale 42-1½-2	3	⅛	1	⅛	V	15	2	12	2	41	¾	V	12	3¼	¼	4	12	3¼	¼	4	117	.....	.....	34	.....
Clydesdale 20-1-1½	3	⅛	1	⅛	V	15	2	12	2	41	¾	V	11¼	3	¼	4	11¼	3	¼	4	95	.....	.....	34	.....
Clydesdale 18-¾-1¼	3	⅛	1	⅛	V	15	2	12	2	41	¾	V	11¼	2½	¼	4	11¼	2½	¼	4	95	.....	.....	34	.....
Clydesdale 10-¾-1¼	3	⅛	1	⅛	V	9	2	9	2	41	¾	V	11¼	2½	¼	4	11¼	2½	¼	4	109	.....	.....	34	.....
Clydesdale 10A-1-¾-1¼	3	⅛	1	⅛	V	9	2	9	2	41	¾	V	11¼	2½	¼	4	11¼	2½	¼	4	109	.....	.....	34	.....
Columbia H-1½	3	⅛	1	.....	V	10	1¼	12	1¼	39	1¼	F	23	1¾	¼	4	23	1¾	¼	4	Opt	Opt	Opt	32½	10
Columbia G-2½	3	⅛	1¼	.....	V	10	1¼	12	1¼	39	1¼	F	26	2	¼	4	26	2	¼	4	Opt	Opt	Opt	32½	9
Columbia K-3	3	⅛	1¼	.....	V	11	1½	13	1½	42	2	F	26	2	¼	4	26	2	¼	4	Opt	Opt	Opt	32½	9
Commerce 11-2000	3	⅛	1	⅛	V	10	2	10	2	44	¾	V	50	2	¼	2	48½	2	⅛	2	92⅝	53⅝	193	34	8¾
Commerce 14B-3000	4	⅛	1	⅛	V	10	2	9½	1½	39¾	¾	F	11⅛	3¼	¼	4	11⅛	3¼	¼	4	117	75	210	34	.....

† 12 O. D. 7⅛ I. D.

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING							FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	* Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Commerce 25B–5000	4	1/4	1 1/4		V	9 1/2	1 1/2	15 1/2	1 1/2	42	1 1/2	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	132	84	228 1/2	34	12 1/2
Concord E–1	4	1/4	1		H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	12	3	1/4	4	12	3	1/4	4				32 1/4	
Concord G–2	4	1/4	1		H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4				32 1/4	
Concord H–2	4	1/4	1 1/4		H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	12	3 1/4	1/4	4	12	3 1/4	1/4	4				32 1/4	
Concord J–2 1/2	4	1/4	1 1/4		H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4				32 1/4	
Concord JL–3	4	1/4	1 1/4		H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4				32 1/4	
Corbitt S–3/4	3	1/4	1		H	8	2	14	2	38	1 1/4	F	16 3/4	1 3/4	1/4	4	16 3/4	1 3/4	1/4	4	103	59	196	34	11 1/4
Corbitt E–1	3	1/4	1		H	9	2	12	2	41	5/8	V	16 3/4	1 3/4	1/4	4	16 3/4	1 3/4	1/4	4	104	62	198	34	11 1/4
Corbitt D–1 1/2	3	1/4	1		V	11	1 1/4	15	1 1/4	46	1 1/2	F	18	2	1/4	4	18	2	1/4	4	110	72	206	34	10
Corbitt C–2	3	1/4	1 1/4		V	13	1 1/4	15	1 1/4	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	132	78	230	35	10 1/4
Corbitt B–2 1/2	3	1/4	1 1/4		V	13	1 1/4	15	1 1/4	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	136	78	232	35	10 1/4
Corbitt R–2 1/2–3	3	1/4	1 1/4		V	14	1 1/4	8	1 1/4	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	153	92	254	35	10 1/4
Corbitt A–3 1/2–4	3	1/4	1 1/4		V	14	1 1/4	8	1 1/4	46	1 1/2	F	21	4	1/4	2	21	3	1/4	2	168	106	266	35	9
Corbitt AA–5	3	1/4	1 1/2		V	13	2	14	2	36	2	F	68 3/4	3	1/4	2	68 3/4	3	1/4	2	168	106	268	38	10
Day-Elder G–1 1/2	4	1/4	1	1 1/4	V	.....	1 3/4	....	1 1/4	.....	1 1/2	F	11 3/4	3 1/4	1/4	4	11 3/4	3 1/4	1/4	4	105 1/4	61 1/4	191	35	10 1/4
Day-Elder H–2	4	1/4	1	1 1/4	V	.....	1 3/4	....	1 1/4	.....	1 1/2	F	11 3/4	3 1/4	1/4	4	11 3/4	3 1/4	1/4	4	132 1/4	77 1/4	218	34	9 1/4
Day-Elder I–2 1/2	4	1/4	1 1/4	1 1/2	V	.....	1 3/4	....	1 1/4	.....	2	F	13 1/4	3 1/2	1/4	4	13 1/4	3 1/2	1/4	4	123 1/2	77 1/2	216	35	10 1/2
Day-Elder J–3	4	1/4	1 1/4	1 1/2	V	.....	2	....	1 1/4	.....	2	F	13 1/4	3 1/2	1/4	4	13 1/4	3 1/2	1/4	4	115 3/4	77 1/4	214 1/2	35	10 1/2
Day-Elder K–4	4	1/4	1 1/4	1 1/2	V	.....	2	....	1 1/4	.....	2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	121	86	220	37	8 1/2
Day-Elder L–5	4	1/4	1 1/2	1 3/4	V	.....	2	....	1 1/2	.....	2	F	17 1/2	4	1/4	4	17 1/2	4	1/4	4	148	88	253	37	10 1/4
Diamond T–75–1/4–1	3	1/4	3/4	1	V	8	1 1/2	10 1/2	1 1/4	33 1/4	1 1/4	F	22	2 1/2	1/4	2	46 3/8	2 1/4	1/4	1	90	57 1/2	182 1/2	34	.....
Diamond T–O4–1–1 1/4	3	1/4	1	1 1/4	V	9	1 1/4	6	1 1/4	35	2	F	48	2 1/2	1/4	2	33	2 1/2	1/4	2	100	.....	.....	34	.....
Diamond T–T–1 1/4	3	1/4	1	1 1/4	V	9	1 1/4	6	1 1/4	35	2	F	11 1/2	3 1/4	1/4	4	11 1/2	3 1/2	1/4	4	Opt	.....	.....	34	.....
Diamond T–U2–2 1/2	3	1/4	1 1/4	1 1/4	V	9	1 1/4	8	1 1/4	35	2	F	13 1/4	3 1/2	1/4	4	13 1/4	3 1/2	1/4	4	Opt	.....	.....	34	.....
Diamond TK–3 1/2	3	1/4	1 1/4	1 1/2	V	10	1 1/2	10	1 1/2	35	2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	Opt	.....	.....	37	.....
Diamond T–S–5	3	1/4	1 1/2	1 3/4	V	9	2	21	2	40 3/8	2	F	18	4	1/4	4	17 1/2	4	1/4	4	Opt	.....	.....	37	...
Dixon Model D	4	1/4	1	....	V	11	1 1/2	8	1 1/2	41	....	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	126	71	221 1/2	34 1/2	9 1/2
Dixon Model C	4	1/4	1 1/4	....	V	11	1 1/2	9	1 1/2	42	....	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	Opt	71	221 1/2	34 1/2	9 1/2
Dixon Model A	4	1/4	1 1/4	....	V	12	1 1/2	10	1 1/2	42	....	....	.....	.....	.....	....	13	.....	1/4	4	Opt	71	221 1/2	36	9 1/2
Dorris K–4–2 1/2	3	1/4	1 1/4	1 1/4	V	2 1/4	1 1/2	6 1/4	1 1/4	42 7/8	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	142 3/4	96 1/2	233 1/2	34	9
Dorris K–7–3 1/2	3	1/4	1 1/4	1 1/4	V	2 1/4	1 1/2	6 1/4	1 1/4	42 7/8	2	F	15 3/4	3 3/4	1/4	4	15 3/4	3 3/4	1/4	4	178 1/2	130 1/2	270 1/2	36	9
Double Drive TT–3	4	1/4	1 1/4	1/4	V	12	2	19	1 1/2	34	2	F	8 3/8	4	1/4	4	18	4	1/4	4	132	100	216	34	9 1/4
Duplex G	4	1/4	1	....	V	.....	1 3/4	....	1 1/4	.....	....	F	11	2 1/2	1/4	4	11	2 1/2	1/4	4	102	.....	.....	34	.....
Duplex GH	4	1/4	1	....	V	.....	1 3/4	....	1 1/4	.....	....	F	19	2	1/4	4	19	2	1/4	4	112	.....	.....	34	.....
Duplex A	3	1/4	1 1/4	....	V	.....	1 1/4	....	1 1/4	.....	....	F	20	2 1/4	1/4	4	20	2 1/4	1/4	4	121	.....	.....	34	.....
Duplex AC	3	1/4	1 1/4	....	V	.....	1 1/4	....	1 1/4	.....	....	F	26	2	1/4	4	26	2	1/4	4	140	.....	.....	34	.....
Duplex E	3	1/4	1 1/4	1 1/2	V	.....	2	....	1 1/4	.....	....	F	10	2 1/2	1/4	2	52	2 1/2	1/4	4	128	.....	.....	40	.....
Duplex FD	4	1/4	1 1/4	....	V	.....	2	....	1 1/4	.....	....	F	26 1/4	2	1/4	4	26 1/4	2	1/4	4	Opt	.....	.....	34	.....
Eagle 100–2	4	1/4	1 1/4	1	V	14	2	16	1 1/4	36	1 1/2	...	49 1/2	3	1/4	2	46	2	1/4	2	Opt	.....	.....	36	.....
Eagle 101–1 1/4	4	1/4	1 1/4	1	V	14	2	16	1 1/4	34	1 1/2	...	21	2 1/2	1/4	4	21	2 1/4	1/4	4	Opt	.....	.....	31	.....
Eagle 104–2–3	4	1/4	1 1/4	1 1/4	V	14	2	16	1 1/4	36	1 1/2	F	49 1/2	3	1/4	2	46	2	1/4	2	Opt	.....	.....	32	.....
Eagle 105–2–3 Ton	4	1/4	1 1/4	1 1/4	V	14	2	16	1 1/4	36	1 1/2	F	58	2 1/2	1/4	2	44	2 1/2	1/4	2	Opt	.....	.....	32	.....
Fageol 235–2	3	1/4	1 1/8	1 11/16	V	7	1 1/2	15 1/2	1 1/2	37 3/4	1 1/2	F	12 1/4	3 1/4	1/4	2	12 1/4	3 1/4	1/4	2	120	68 3/4	222 1/4	34	.....
Fageol 340–3	3	1/4	1 1/8	1 11/16	V	7	1 1/2	15 1/2	1 1/2	37 3/4	1 1/2	F	13 1/2	3 1/2	1/4	2	13 1/2	3 1/2	1/4	2	141	81	243 1/4	34	.....
Fageol 445–4	3	1/4	1 5/8	2	V	10	1 1/2	17	1 1/2	40 1/4	1 1/2	F	15 3/4	3 3/4	1/4	2	15 3/4	3 3/4	1/4	2	159 1/2	102	268 3/8	37 3/4	.....
Fageol 645–6	3	1/4	1 5/8	2	V	10	1 1/2	17	1 1/2	40 1/4	1 1/2	F	18 1/8	4	1/4	2	18 1/8	4	1/4	2	159 1/2	102	268 3/8	37 3/4	.....
Federal R–3–1	4	1/4	1	....	V	.....	1 1/2	....	1 1/2	.....	....	F	.....	.....	1/4	4	.....	.....	1/4	4	110	.....	.....	.....	.....
Federal S–23–1 1/2	4	1/4	1	....	V	.....	1 1/2	....	1 1/2	.....	....	F	.....	.....	1/4	4	.....	.....	1/4	4	118	.....	.....	.....	.....
Federal U–3–2 1/2	4	1/4	1 1/4	....	V	.....	1 1/4	....	1 1/2	.....	....	F	.....	.....	1/4	4	.....	.....	1/4	4	134	.....	.....	.....	.....
Federal W–3–4	4	1/4	1 1/4	....	V	.....	1 1/2	....	1 1/2	.....	....	F	.....	.....	1/4	4	.....	.....	1/4	4	154	.....	.....	.....	.....
Federal X2–5	4	1/4	1 1/2	....	V	.....	1 1/4	....	1 1/2	.....	....	F	.....	.....	1/4	4	.....	.....	1/4	4	15.	.....	.....	.....	.....
Federal Light Duty	4	1/4	1 1/4	....	V	.....	1 1/4	....	1 1/2	.....	....	F	.....	.....	1/4	4	.....	.....	1/4	4	86	.....	.....	.....	.....
Federal Heavy Duty	4	1/4	1 1/4	....	V	.....	1 1/4	....	1 1/2	.....	....	F	.....	.....	1/4	4	.....	.....	1/4	4	99	.....	.....	.....	.....
Fisher Fast Freight	3	1/4	.....	....	V	13	1 1/2	10	1 1/2	44 1/8	1 1/2	F	16	2 1/4	1/4	2	8	2	1/4	2	120	79	211	32	10 1/2
Ford T–1	3	1/4	1.06	1 1/4	H	4	2	2 3/4	1 3/4	26 1/4	1 1/8	R	23 3/8	1 1/8	1/4	1	12	1 1/8	1/4	2	60	.....	123	23	9 1/4
Front Drive FT–1 1/2	4	1/4	1	1/4	V	13 3/4	1 3/4	17	1 3/8	33	2	F	13	4	1/4	4	15	4	1/4	4	132	98	204	34	10 1/2
Fulton C–2	4	1/4	1 1/8	1 1/2	H	13	2	15	2	37 1/2	1 1/2	F	50 1/2	3	1/4	1	25	2 3/4	1/4	1	120	73	215 1/2	34	10
Fulton A–1	4	1/4	1 1/8	1 1/2	H	13	2	15	2	37 1/2	1 1/2	F	48	2 1/2	1/4	1	47 1/2	2 1/2	1/4	1	106	60	192	33 3/4	12
Fulton C–2	4	1/4	1 1/4	1 1/2	V	9 3/4	2	10	1 1/4	35 1/2	1 1/2	F	50 1/2	3	1/4	1	25	2 3/4	1/4	1	120	73	215 1/2	34	10
F. W. D. B–3	3	1/4	1 11/16	1 1/2	V	4	2	5	1 1/2	40	1 1/8	F	27	3 1/2	1/4	1	43	2 3/4	1/4	2	148	97	200	36	9 1/4
Garford 15–1	4	1/4	1	....	V	.....	.....	.....	.....	34	1 1/2	F	11	2 1/2	1/4	4	11	2 1/2	1/4	4	96	61	187	34	11
Garford 30–1 1/2	4	1/4	1 1/4	....	V	.....	.....	.....	.....	31 1/2	5/8	R	11 3/4	3 1/4	1/4	4	11 3/4	3 1/4	1/4	4	120	71	220	34	9
Garford 50–2 1/2	4	1/4	1 1/4	....	V	.....	.....	.....	.....	38 5/8	5/8	R	13 1/4	3 1/2	1/4	4	13 1/4	3 1/2	1/4	4	144	82	246	34	7
Garford 80–4	4	1/4	1 1/4	....	V	.....	.....	.....	.....	39	2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	150	88 1/2	251	36	7
Garford 68D–5	4	1/4	1 1/2	....	V	.....	.....	.....	.....	39 1/4	5/8	R	17 3/4	4	1/4	4	17 3/4	4	1/4	4	150	88 1/2	251	36	10
Garford 151–A–5	4	1/4	1 1/2	....	V	.....	.....	.....	.....	39 1/4	5/8	R	10 1/2	4	3/8	2	21 5/8	4	1/4	4	150	88 1/2	251	36	11
Gary WLD–1	4	1/4	1	3/8	V	.....	2	.....	.....	.....	1	F	11 1/2	3	1/4	4	11 1/2	3	1/4	4	97 3/8	.....	.....	34	11 1/2
Gary G15–1 1/2	4	1/4	1 1/4	3/8	V	13 1/2	2	12	1 1/4	32	1 1/4	F	12	3 1/4	1/4	4	12	3 1/4	1/4	4	120	72	214	34	10 1/4
Gary E25–2 1/2	4	1/4	1 1/4	3/8	V	10	2	12	1 1/4	36	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	120	76	214	34	10
Gary Y35–3 1/2	4	1/4	1 1/4	3/8	V	13	2	16 1/2	1 1/4	36	2	F	15 3/4	3 3/4	1/4	4	15 3/4	3 3/4	1/4	4	148	86	247	36 3/4	10 1/4
Gary B50–5	4	1/4	1 1/2	3/8	V	14	2	18	1 3/8	.....	2	F	18 1/4	4	1/4	4	18 1/4	4	1/4	4	168	99	275	39	10 1/4
G.M.C. K–41	4	1/4	1 1/4	1 5/8	V	10	1 3/4	9 1/2	1 3/4	35 3/4	11/16	F V	13	3 1/2	1/4	4	13	3 1/2	1/4	4	Opt	Opt	Opt	33	9 1/2
G.M.C. K–71	4	1/4	1 1/4	1 5/8	V	11 3/4	1 3/4	9 1/2	1 3/4	35 3/4	11/16	F V	15 1/2	3 3/4	1/4	4	15 1/2	3 3/4	1/4	4	Opt	Opt	Opt	38	10 1/4
G.M.C. K–101	4	1/4	1 1/4	1 5/8	V	11 3/4	1 3/4	9 1/2	1 3/4	35 3/4	11/16	F V	17 3/4	4	1/4	4	17 3/4	4	1/4	4	Opt	Opt	Opt	38	9 1/4
G.M.C. K–17	4	1/8	1 1/4	1 5/8	V	10 1/2	1 7/8	....	1 5/8	33 1/2	11/16	F R	14 1/4	2 3/8	1/8	3	46 3/4	2 1/8	1/8	1	101	57	199 1/2	34 1/4	8 11/16
G.M.C. K–32	4	1/8	1 1/4	1 5/8	V	10 1/2	1 7/8	....	1 5/8	33 1/2	11/16	F R	14 1/4	2 3/8	1/8	3	46 3/4	2 1/8	1/8	1	123	75	221	34 3/8	9 11/16
Gotfredson 20–B–1	4	1/4	1	1	V	10 1/4	1 3/4	10 1/2	1 1/4	32 1/8	1 1/2	F	42 1/4	3 1/4	1/4	1	11	2	1/4	2	86 1/8	56 11/16	181 1/4	32 1/8	8 1/8
Gotfredson 30–1 1/2	4	1/4	1	1	V	10 1/4	1 3/4	10 1/2	1 1/4	32 1/8	1 1/2	F	11 3/4	3 1/4	1/4	4	.....	.....	.....	...	118 1/8	69 11/16	213 1/4	32 1/8	.....
Gotfredson 41–2	4	1/4	1 1/4	1 1/4	V	8 1/2	1 3/4	4	1 1/4	36 1/4	2	F	11 3/4	3 1/4	1/4	4	.....	.....	.....	...	119 1/8	67 11/16	216 5/8	32	.....
Gotfredson 60–3	4	1/4	1 1/4	1 1/4	V	11	2	16 1/4	1 1/4	41	1 3/4	F	11 3/4	5	1/4	2	13 1/2	3 1/4	1/4	4	127	81 1/8	218 1/2	33	.....
Gotfredson 80–4	4	1/4	1 1/4	1 1/4	V	14	2	18	1 1/4	43	2	F	11 3/4	7	1/4	2	15 1/2	3 3/4	1/4	4	147	88 3/4	242 5/8	35	8 1/2
Gotfredson 100–5	4	1/4	1 1/2	1 1/8	V	14	2	19	1 1/2	43	2	F	12 3/4	7	1/4	2	18 1/4	4	1/4	4	156	93	256 1/2	38	10 1/8
Graham Bros. BB–1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...	41 3/4	2	1/4	2	41 3/4	2	1/4	2	86 11/16	46 1/2	192 5/8	34	.....
Graham Bros. CB&MB–1 1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...	41 3/4	2 1/4	1/4	2	41 3/4	2 1/4	1/4	2	96 11/16	56 11/16	202 5/8	34	.....
Graham Bros. LB&FB–1 1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	...	41 3/4	2 1/4	1/4	2	41 3/4	2 1/4	1/4	2	132 1/16	74 7/8	238 5/8	34	.....
Gramm-Bernstein 10 Sp'd–1	3	1/4	1	1 1/2	V	12	2 1/4	14 1/2	2 1/4	29	1	F	48	2	1/4	2	26	2	1/4	1	97	54	180	30 1/8	.....
Gramm-Bernstein 15–1 1/2–2	3	1/4	1	1 1/2	V	10 1/4	2	6	2	39	1 1/4	F	48 1/2	2	1/4	2	45 7/8	1 1/2	1/4	2	120	74	205 11/16	32	.....
Gramm-Bernstein 65–1 1/2–2	3	1/4	1	1 1/2	V	10 1/4	2	6	2	39	1 1/4	F	19 3/4	1 3/4	1/4	4	19 3/4	1 3/4	1/4	4	120	74	205 11/16	32	.....
Gramm-Bernstein 125–2 1/2	3	1/4	1 1/4	1 1/2	V	4 1/2	1 1/2	12	1 1/2	32	2	F	8	5	1/4	2	45	2	1/4	4	126	77 3/4	214	32	.....
Gramm-Bernstein 30–3	3	1/4	1 1/4	1 1/2	V	11	1 1/2	9	1 1/2	33 3/4	2	F	22 3/4	2 1/4	1/4	4	22 3/4	2 1/4	1/4	4	129 3/4	81 3/4	226 3/4	36	.....

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING							FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency			Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Gramm-Bernstein 75P–3½	3	¼	1¼	1½	V	11	1½	9	1½	33¾	2	F	22¾	2¼	¼	4	22¾	2¼	¼	4	129¾	.....	.....	36	.....
Gramm-Bernstein 40–4	3	¼	1¼	1½	V	11	1½	9	1½	33¾	2	F	28¾	2¾	¼	4	28¾	2¾	¼	4	144	87¾	240¾	36	.....
Gramm-Bernstein 50–5–6	3	¼	1½	1¾	V	23¼	2	13¾	1⅞	40¾	2	F	32⅛	2¾	¼	4	32⅛	2¾	¼	4	132	97	263½	36	.....
Grass Premier 40A	3	⅜	1	1½	V	12	2¼	14½	2¼	29	1	F	22½	1¾	⅜	4	48	2½	⅜	2	98	70	192	31	.....
Grass Premier 60A1½	4	⅛	1¼	1½	V	14	2½	16	2½	.....	.....	...	48½	2	⅜	2	47	1½	⅜	2	108	66	204	31	.....
Grass Premier 70A2½	4	⅛	1¼	1½	V	14	2½	16	2½	.....	.....	...	.....	.....	.....	...	.....	.....	.....	...	120	.....	214	31	.....
Grass Premier 90A3½	3	¼	1½	1¾	V	11	1½	11	1½	40	1½	F	15⅜	3¾	¼	4	15¾	3¾	¼	4	95	83	192	35	.....
G. W. W Super	3	⅜	1¼	1¾	V	8	1¾	17½	1¼	37½	1¼	F	49	2½	¼	2	47	1½	⅜	2	89	72	192	32	11½
Harvey WOA–2	4	⅛	1¾	1	V	11	2	14	1¾	35⅝	2	F	45	2	¼	2	45	2	¼	2	139	87	242¼	32	10
Harvey WFB–2½	4	⅛	1¾	1	V	11	2	14	1¾	35⅝	2	F	50	2¼	¼	2	50	2¼	¼	2	139	87	242¼	32	10
Harvey WTT–6	4	⅛	1¼	1	V	7	2	14	1½	36	2	F	13	3½	¼	4	13	3½	¼	4	83	52	186½	32	10
Harvey WHB–3½	4	¼	1½	1	V	12	2	14	1¾	36½	2	F	20¾	4	¼	4	20¾	3	¼	4	151¾	85¾	258½	35	9
Harvey WFT–6	4	¼	1¼	1	V	11	2	14	1¾	36½	2	F	50	2¼	¼	2	50	2¼	¼	2	84	52	189⅜	32	10
Harvey WFC–2½	4	¼	1¼	1	V	7	2	14	1½	36	2	F	13	3½	¼	4	13	3½	¼	4	139	87	242¼	32	10
Harvey WHT–10	4	¼	1½	1	V	12	2	14	1¾	36½	2	F	20¾	4	¼	4	20¾	3	¼	4	86	52½	191⅛	35	9
Indiana 15–1½	3	¼	1¼	.....	.....	17	1¼	14	1¼	38½	1	F	19	2	⅜	2	19	2	⅜	2	114	67⅜	213¼	34	10¼
Indiana 20–2	3	¼	1¼	.....	.....	6	1¼	13	1¼	26⅜	1½	F	22¼	2¼	¼	4	22¼	2¼	¼	4	126	74½	226½	33	10¼
Indiana 25–2½	3	¼	1¼	.....	.....	6	1¼	13	1¼	26⅜	1½	F	22¼	2¼	¼	4	22¼	2¼	¼	4	138	81	229⅜	33	9¾
Indiana 35–3½	3	¼	1¼	.....	.....	6	1¼	13	1¼	26⅜	1½	F	20¾	...	¼	4	20¾	...	¼	4	139	79¾	244¾	34½	8¾
Indiana 51–5	3	¼	1½	.....	.....	10	1½	17½	1½	40½	1¾	F	65⅜	3	⅜	2	65⅜	3	⅜	2	152¼	87	260	37½	10½
Inter'l S–2000 lbs.–Sp. Tr	3	¼	1¼	1¼	V	9¾	2¼	17¾	2¼	30¼	1	F	38	2	⅜	2	36	2	⅜	2	88	.....	.....	34	.....
International 33–3000 lbs	4	¼	1¼	1¾	V	6¼	2½	6½	2½	43½	1½	F	43¾	2¼	⅜	2	43¾	2¼	⅜	2	101¾	57¼	194¾	34	11½
International 43–4000 lbs	4	¼	1¼	1¾	V	6¼	2½	6½	2½	43½	1½	F	50⅝	2¼	⅜	2	50⅝	2¼	⅜	2	109	59¼	202	32¼	11½
International 63–6000	4	¼	1¼	1¾	V	9	2½	14½	2	46	1¾	..	50⅝	2¼	⅜	2	50⅝	2¼	⅜	2	116⅜	67⅝	213⅞	34	11½
International 103	4	¼	1¼	1¾	V	9	2½	6¼	3	51	1¾	F	.....	.....	.....	...	.....	.....	.....	...	146	87⅝	244	34	12¾
Kelly-Springfield K70–1½–2	4	⅛	1¼	1	V	12¼	1½	16	1½	41⅜	1½	F	17⅜	2⅜	⅜	4	17⅜	1⅞	⅜	4	132	81	230	34	10
Kelly-Springf'd K41–3½–5	4	¼	1¼	1	V	6¼	1⅝	24	1½	59⅝	1	V	3⅜	4½	¼	12	58	2½	⅜	2	144	87	248	36	9½
Kelly-Springf'd K61–5 to 7	4	¼	1¼	1	V	6¼	1⅝	24	1½	59⅝	1	V	3⅜	4½	¼	12	58	2½	⅜	2	144	87	248	36	9½
Kelly-Springfield K-75-2½	4	¼	1¼	1	V	7	1½	13	1½	41⅜	1½	F	3⅜	4½	¼	12	21¼	2½	⅜	4	138	85	238	34	9½
Kelly-Springfield K-76-2½	4	¼	1¼	1	V	7	1½	13	1½	41⅜	1½	F	17⅜	2⅜	⅜	4	17⅜	1⅜	⅜	4	138	85	238	34	9¾
Kenworth O–1	4	⅛	1	.....	H	12½	1¼	18½	1¼	31	1½	F	18	2	⅛	4	18	2	⅛	4	120	77½	207½	.....	.....
Kenworth M–2	4	¼	1¼	.....	H	12½	2	17	1½	37	2	F	22¼	2¼	¼	4	22¼	2¼	¼	4	122	74	218	.....	.....
Kenworth KS–3	4	¼	1¼	.....	H	11½	2	17	1½	36	2	F	22¼	2¼	¼	4	22¼	2¼	¼	4	136	83	233	.....	.....
Kenworth L–4	4	¼	1¼	.....	H	11½	2	17	1½	36	2	F	20¾	4	¼	4	20¾	3	¼	4	150	89	243	.....	.....
Kenworth RS–5	4	¼	1½	.....	H	10	2	15	1½	37½	1½	V	68¾	3	¼	2	68¾	3	¼	2	160	96	250	.....	.....
King Zeitler 1	4	⅜	1	1⅜	V	11	1½	16	1½	40	1¼	F	11½	3¼	¼	4	11½	3¼	¼	4	Opt	Opt	Opt	32	10½
King Zeitler 1½	4	⅜	1	1⅜	V	11	1½	16	1½	40	1¼	F	12½	3¼	¼	4	12½	3¼	¼	4	Opt	Opt	Opt	32	10¾
King Zeitler 2½	4	¼	1¼	1⅜	V	12	1½	16	1½	41	1½	F	13½	3½	¼	4	13½	3½	¼	4	Opt	Opt	Opt	32	10
King Zeitler 3½	4	¼	1¼	1⅜	V	12	1½	16	1½	42	1½	F	16	3¾	¼	4	16	3¾	¼	4	Opt	Opt	Opt	36	10¾
King Zeitler 5	4	¼	1½	1⅜	V	14	2	22	2	42	1½	F	18	4	¼	4	18	4	¼	4	Opt	Opt	Opt	36	10¾
Kissel 1 Ton	3	⅜	.....	1¼	.....	12¼	1¾	10	1½	46¾	2	F	11	3	¼	4	12	3¼	¼	4	102	58½	201	34	.....
Kissel Utility 1½	3	⅜	.....	1¼	.....	12¼	1¾	10	1½	46¾	2	F	19	2	⅜	4	12	3¼	¼	4	120	70½	219	34	.....
Kissel Freighter 2	3	⅜	.....	1¼	.....	12¼	1¾	10	1½	49	2	F	14	3½	¼	4	14	3½	¼	4	144	80	243	34	.....
Kissel Heavy Duty 4	3	⅜	.....	1¼	.....	13¾	1¾	10	1½	52¼	2	F	56	2½	⅜	2	56	2½	⅜	2	156	94¾	251¼	36	.....
Kleiber 1½	4	¼	1¼	.....	V	11	1½	13	1½	45½	1⅜	F	13	3¼	¼	4	13	3¼	¼	4	114	.....	.....	34	.....
Kleiber 2½	4	¼	1½	.....	V	12	1½	14	1½	47½	1⅜	F	14	3½	¼	4	14	3½	¼	4	150	.....	.....	34	.....
Kleiber 3½	4	¼	1¾	.....	V	13	1½	14½	1½	47½	1⅜	F	16	3¾	¼	4	16	3¾	¼	4	156	.....	.....	38	.....
Kleiber 5	4	¼	1¾	.....	V	14	1½	15	1½	48½	1¾	F	18	4	¼	4	18	4	¼	4	171	.....	.....	38	.....
Krebs J–24	4	¼	1	⅜	V	8	1½	17	1½	42	1½	F	11¼	2½	¼	4	11¼	2½	¼	4	119	64	214	33	10¾
Krebs 50	4	¼	1¼	⅜	V	10	1½	17	1½	42	1½	F	13½	3½	¼	4	13½	3½	¼	4	122	60	222	33	9
Krebs K–45	4	¼	1¼	⅜	V	10	1½	17	1½	42	1½	F	12	3¼	¼	4	12	3¼	¼	4	122	60	222	33	10
Krebs 80	4	¼	1¼	⅜	V	11	1½	17	1½	44	2	F	13½	3½	¼	4	13½	3½	¼	4	131	80	234	33½	9
Krebs L–75	4	¼	1¼	⅜	V	11	1½	17	1½	44	2	F	13½	3½	¼	4	13½	3½	¼	4	131	80	234	33¾	9
Krebs 100	4	¼	1¼	⅜	V	11	1½	17	1½	44	2	F	16	3¾	¼	4	16	3¾	¼	4	131	87	234	38	10
Krebs L–110	4	¼	1¼	⅜	V	11	1½	17	1½	44	2	F	16	3¾	¼	4	16	3¾	¼	4	131	87	234	38	10
Krebs 130	4	¼	1½	⅜	V	11	1½	17	1½	44	2	F	16	3¾	¼	4	16	3¾	¼	4	126	92	234	38	10
Krebs B–120	4	¼	1½	⅜	V	11	1½	17	1½	44	2	F	16	3¾	¼	4	16	3¾	¼	4	126	92	234	38	10
Lange F–3½	4	¼	1⅛	1	V	4	1½	14	1½	45	1½	F	13¾	3¾	¼	4	13¾	3¾	¼	4	159	104	251½	37	9½
Lange F–2½	4	¼	1⅛	1	V	7	1½	14	1½	42	1½	F	11½	3½	¼	4	11½	3½	¼	4	139	85	229	33	10
Lange G–1½	4	⅜	1⅛	1	V	5½	1½	13	1½	40	1¼	F	12	3¼	¼	4	12	3¼	¼	4	114	73	205	33	9¾
Larrabee X2–1–1¼ Ton	3	⅜	1¼	1	V	6	1¼	14	1¼	34	1¼	F	50	2	⅜	2	50	2	⅜	2	108	59	205	34	11
Larrabee J4–1½–2¼ Ton	4	⅜	1	1½	V	6½	1¼	10	1½	41	1¼	F	19	2	⅜	4	19	2	⅜	4	108	67½	199	34	10½
Larrabee K5–2½–3½ Ton	4	¼	1¼	1¾	V	6	1½	11	1½	45½	1½	F	21	2¼	¼	4	21	2¼	¼	4	Opt	Opt	Opt	34	9¾
Larrabee L4–3½–4½ Ton	4	¼	1¼	1¾	V	6	1½	11	1½	45½	1½	F	21	4	¼	4	21	3	¼	4	Opt	Opt	Opt	36	9
LeMoon GP–1	4	¼	1¼	⅜	V	12	1⅜	10	1⅜	44	1½	F	11½	2½	⅜	2	11½	2½	⅜	2	65	.....	.....	.....	11
LeMoon GP–1½	4	¼	1¼	⅜	V	12	1⅜	10	1⅜	44	1½	F	11½	3	⅜	2	11½	3	⅜	2	Opt	.....	.....	.....	11
LeMoon GP–2	4	¼	1¼	⅜	V	12	1⅜	10	1⅜	44	1½	F	12	3¼	¼	2	12	3¼	¼	2	Opt	.....	.....	.....	11
LeMoon G–3	4	¼	1¼	⅜	V	12	1⅜	10	1⅜	44	1½	F	13½	3½	¼	2	13½	3½	¼	2	Opt	.....	.....	.....	11
LeMoon G–4	4	¼	1¼	⅜	V	12	1⅜	10	1⅜	44	1½	F	16½	3¾	¼	2	16½	3¾	¼	2	Opt	.....	.....	.....	11
LeMoon G–5	4	¼	1¼	⅜	V	12	1⅜	10	1⅜	44	1½	F	18	4	¼	2	18	4	¼	2	Opt	.....	.....	.....	11
Maccar EX–1¼	3	⅜	1⅛	⅜	V	4½	1½	15	1½	35½	1¼	F	50	2	⅜	2	48	2	⅜	2	101⅝	68	192½	37	9½
Maccar V–1, 2	4	¼	1¼	⅜	V	4	1¾	19	1½	35	2	F	11⅝	3¼	¼	4	11⅝	3¼	¼	4	138¾	79¾	243⅜	34	10½
Maccar H–1, 3	4	¼	1¼	⅜	V	4	1¾	19	1½	35	2	F	13⅜	3½	¼	4	13⅜	3½	¼	4	138¾	79¾	243⅜	34	9½
Maccar M–2, 4	4	¼	1¼	⅜	V	4	1¾	19	1½	35	2	F	14¾	3¾	¼	4	14¾	3¾	¼	4	156¾	91¾	263½	34	8½
Maccar G–1, 5	4	¼	1½	⅜	V	8	1¾	16½	1¾	40¾	2	F	18	4	¼	4	18	4	¼	4	163⅛	99⅛	278	37½	10
Mack AB–1½,2,2½–T–Ch	3	⅜	1¼	1⅜	V	7½	1¼	5⅜	1¼	36⅜	1¼	F	11⅝	4	¼	2	16½	2½	¼	4	Opt	.....	.....	33¼	.....
Mack Dual R'd'n–1½,2,2½	3	⅜	1¼	1⅜	V	7½	1¼	5⅜	1¼	36⅜	1¼	F	18¼	3½	¼	4	12	6	¼	2	Opt	.....	.....	33¼	.....
Mack AB–Tractor–5	3	⅜	1¼	1⅜	V	7½	1¼	5⅜	1¼	36⅜	1¼	F	11⅝	4	¼	2	16½	2½	¼	4	Opt	.....	.....	33¼	.....
Mack AC–3½,5,6½,7½	3	¼	1½	1⅝	V	5	1¾	3¼	2	.....	.....	...	16⅓	3	¼	4	20½	3½	¼	4	Opt	.....	.....	37½	.....
Mack AC–Trac.–7,10,13,15	3	¼	1½	1⅝	V	5	1¾	3¼	2	.....	.....	...	16⅓	3	¼	4	20½	3½	¼	4	Opt	.....	.....	37½	.....
Mason Road King	3	¼	1¼	.....	V	11⅝	2	14⅓	1½	.....	1½	F	42⅜	2¾	⅜	1	40⅝	2¾	⅜	1	130⅜	76⅛	212⅛	30	10
Master 22–1½	4	¼	1¼	1⅛	V	13½	2	12½	1¼	30½	1	F	12	3¼	¼	2	12	3¼	¼	2	Opt	.....	.....	34⅛	.....
Master 41–2½	4	¼	1¼	1⅛	V	13½	2	12½	1¼	31	1¼	F	13¼	3½	¼	2	13¼	3½	¼	2	117½	.....	.....	34	.....
Master 51–3½	4	¼	1½	1⅛	V	13½	2	15	1¼	35	2	F	16	3¾	¼	2	16	3¾	¼	2	147¾	.....	.....	36¾	.....
Master 61–5	4	¼	1½	1⅛	V	13½	2	15	1¼	35	2	F	13¼	4	¼	2	18	4	¼	2	162⅛	.....	.....	36¾	.....
Master 64–5–6	4	¼	1½	1⅛	V	13½	2	15	1½	37	2	F	13¼	4	¼	2	18	4	¼	2	162⅛	.....	.....	39	.....
Menominee Hurryton –1	3	¼	1¼	1¾	V	6	1½	12	1¼	40	1¼	F	48	2½	⅜	2	11	2½	⅜	2	102⅜	.....	197	33	10½
Menominee H–1½	3	¼	1¼	1¾	V	6	1½	12	1¼	40	1¼	F	47⅜	2½	⅜	2	...	...	...	...	122	.....	216	32	10¾
Menominee D–2	3	¼	1¼	1¾	V	3	1¾	3	1½	37¾	2	F	13½	3½	¼	8	33¼	2½	⅜	2	146	.....	224	32	10¾
Menominee HT–1¾	3	¼	1¾	1¾	V	6	1½	12	1¼	33¾	1¼	F	47⅜	2½	⅜	2	33¼	2½	⅜	2	102¾	.....	192	32	10¾

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING							FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Commerce 25B-5000	4	1/4	1 1/4	7/8	V	9 1/2	1 1/2	15 1/2	1 1/2	42	1 1/2	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	132	84	228 1/2	34	12 1/4
Concord E-1	4	1/4	1	7/8	H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	12	3	1/4	4	12	3	1/4	4	.....	.....	.....	32 1/4	.....
Concord G-2	4	1/4	1	7/8	H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	.....	.....	.....	32 1/4	.....
Concord H-2	4	1/4	1 1/4	7/8	H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	12	3 1/4	1/4	4	12	3 1/4	1/4	4	.....	.....	.....	32 1/4	.....
Concord J-2 1/2	4	1/4	1 1/4	7/8	H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	.....	.....	.....	32 1/4	.....
Concord JL-3	4	1/4	1 1/4	7/8	H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	.....	.....	.....	32 1/4	.....
Corbitt S-3/4	3	7/8	1	7/8	H	8	2	14	2	38	1 1/4	F	16 3/4	1 3/4	7/8	4	16 3/4	1 3/4	7/8	4	103	59	196	34	11 1/4
Corbitt E-1	3	7/8	1	7/8	H	9	2	12	2	41	5/8	V	16 3/4	1 3/4	7/8	4	16 3/4	1 3/4	7/8	4	104	62	198	34	11 1/4
Corbitt D-1 1/2	3	7/8	1	7/8	V	11	1 1/4	15	1 1/4	46	1 1/2	F	18	2	1/4	4	18	2	1/4	4	110	72	206	34	10
Corbitt C-2	3	7/8	1 1/4	7/8	V	13	1 1/4	15	1 1/4	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	132	78	230	35	10 1/4
Corbitt B-2 1/2	3	7/8	1 1/4	7/8	V	13	1 1/4	15	1 1/4	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	136	78	232	35	10 1/4
Corbitt R-2 1/2-3	3	7/8	1 1/4	7/8	V	14	1 1/4	8	1 1/4	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	153	92	254	35	10 1/4
Corbitt A-3 1/2-4	3	7/8	1 1/4	7/8	V	14	1 1/4	8	1 1/4	46	1 1/2	F	21	4	1/4	2	21	3	1/4	2	168	106	266	35	9
Corbitt AA-5	3	7/8	1 1/2	7/8	V	13	2	14	2	36	2	F	68 3/4	3	1/4	2	68 3/4	3	1/4	2	168	106	268	38	10
Day-Elder G-1 1/2	4	7/8	1	1 1/4	V	.....	1 3/4	.....	1 1/4	.....	1 1/2	F	11 3/4	3 1/4	1/4	4	11 3/4	3 1/4	1/4	4	105 1/4	61 1/4	191	35	10 1/4
Day-Elder H-2	4	7/8	1	1 1/4	V	.....	1 3/4	.....	1 1/4	.....	1 1/2	F	11 3/4	3 1/4	1/4	4	11 3/4	3 1/4	1/4	4	132 1/4	77 1/4	218	34	9 1/4
Day-Elder I-2 1/2	4	1/4	1 1/4	1 1/2	V	.....	1 3/4	.....	1 1/4	.....	2	F	13 7/8	3 1/2	1/4	4	13 7/8	3 1/2	1/4	4	123 1/2	77 1/2	216	35	10 1/4
Day-Elder J-3	4	1/4	1 1/4	1 1/2	V	.....	2	.....	1 1/4	.....	2	F	13 7/8	3 1/2	1/4	4	13 7/8	3 1/2	1/4	4	115 3/4	77 1/4	214 1/2	35	10 1/4
Day-Elder K-4	4	1/4	1 1/4	1 1/2	V	.....	2	.....	1 1/4	.....	2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	121	86	220	37	8 1/4
Day-Elder L-5	4	1/4	1 1/2	1 3/4	V	.....	2	.....	1 1/2	.....	2	F	17 11/16	4	1/4	4	17 11/16	4	1/4	4	148	88	253	37	10 7/8
Diamond T-75-1/4-1	3	1/4	3/4	1	V	8	1 1/2	10 1/2	1 1/4	33 1/4	1 1/4	F	22	2 1/2	1/4	2	46 3/8	2 1/4	7/8	1	90	57 1/2	182 1/2	34	.....
Diamond T-O4-1-1 1/4	3	7/8	1	1 1/4	V	9	1 1/4	6	1 1/4	35	2	F	48	2 1/2	7/8	2	33	2 1/2	7/8	2	100	.....	.....	34	.....
Diamond T-T-1 1/2	3	7/8	1	1 1/4	V	9	1 1/4	6	1 1/4	35	2	F	11 1/2	3 1/4	1/4	4	11 1/2	3 1/2	1/4	4	Opt	.....	.....	34	.....
Diamond T-U2-2 1/2	3	7/8	1 1/4	1 1/4	V	9	1 1/4	8	1 1/4	35	2	F	13 1/4	3 1/2	1/4	4	13 1/4	3 1/2	1/4	4	Opt	.....	.....	34	.....
Diamond TK-3 1/2	3	1/4	1 1/4	1 1/2	V	10	1 1/2	10	1 1/2	35	2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	Opt	.....	.....	37	.....
Diamond T-S-5	3	1/4	1 1/2	1 3/4	V	9	2	21	2	40 3/8	2	F	18	4	1/4	4	17 11/16	4	1/4	4	Opt	.....	.....	37	...
Dixon Model D	4	7/8	1	....	V	11	1 1/2	8	1 1/2	41	....	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	126	71	221 1/2	34 1/2	9 1/2
Dixon Model C	4	7/8	1 1/4	....	V	11	1 1/2	9	1 1/2	42	....	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	Opt	71	221 1/2	34 1/2	9 1/2
Dixon Model A	4	7/8	1 1/4	....	V	12	1 1/2	10	1 1/2	42	....	F	.....	.....	1/4	4	13	.....	1/4	4	Opt	71	221 1/2	36	9 1/2
Dorris K-4-2 1/2	3	1/4	1 1/4	1 1/4	V	2 1/4	1 1/2	6 1/4	1 1/4	42 7/8	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	142 3/4	96 1/2	233 1/2	34	9
Dorris K-7-3 1/2	3	1/4	1 1/4	1 1/4	V	2 1/4	1 1/2	6 1/4	1 1/4	42 7/8	2	F	15 3/4	3 3/4	1/4	4	15 3/4	3 3/4	1/4	4	178 1/2	130 1/2	270 1/2	36	9
Double Drive TT-3	4	1/4	1 1/4	7/8	V	12	2	19	1 1/2	34	2	F	8 5/8	4	1/4	4	18	4	1/4	4	132	100	216	34	9 1/4
Duplex G	4	7/8	1	....	V	.....	1 3/4	.....	1 1/4	.....	....	F	11	2 1/2	1/4	4	11	2 1/2	1/4	4	102	.....	.....	34	.....
Duplex GH	4	7/8	1	....	V	.....	1 3/4	.....	1 1/4	.....	....	F	19	2	1/4	4	19	2	1/4	4	112	.....	.....	34	.....
Duplex A	3	7/8	1 1/4	....	V	.....	1 1/4	.....	1 1/4	.....	....	F	20	2 1/4	1/4	4	20	2 1/4	1/4	4	121	.....	.....	34	.....
Duplex AC	3	7/8	1 1/4	....	V	.....	1 1/4	.....	1 1/4	.....	....	F	26	2	1/4	4	26	2	1/4	4	140	.....	.....	34	.....
Duplex E	3	1/4	1 1/4	1 1/2	V	.....	2	.....	1 1/4	.....	....	F	10	2 1/2	1/4	2	52	2 1/2	1/4	4	128	.....	.....	40	.....
Duplex FD	4	1/4	1 1/4	....	V	.....	2	.....	1 1/4	.....	....	F	26 1/4	2	1/4	4	26 1/4	2	1/4	4	Opt	.....	.....	34	.....
Eagle 100-2	4	7/8	1 1/4	1	V	14	2	16	1 1/4	36	1 1/2	...	49 1/2	3	7/8	2	46	2	7/8	2	Opt	.....	.....	36	.....
Eagle 101-1 1/4	4	7/8	1 1/4	1	V	14	2	16	1 1/4	34	1 1/2	..	21	2 1/2	7/8	4	21	2 1/4	7/8	4	Opt	.....	.....	31	.....
Eagle 104-2-3	4	1/4	1 1/4	1 1/4	V	14	2	16	1 1/4	36	1 1/2	F	49 1/2	3	7/8	2	46	2	7/8	2	Opt	.....	.....	32	.....
Eagle 105-2-3 Ton	4	1/4	1 1/4	1 1/4	V	14	2	16	1 1/4	36	1 1/2	F	58	2 1/2	7/8	2	44	2 1/2	7/8	2	Opt	.....	.....	32	.....
Fageol 235-2	3	1/4	1 7/8	1 11/16	V	7	1 1/2	15 1/2	1 1/2	37 3/4	1 1/2	F	12 1/4	3 1/4	1/4	2	12 1/4	3 1/4	1/4	2	120	68 3/4	222 1/4	34	.....
Fageol 340-3	3	1/4	1 7/8	1 11/16	V	7	1 1/2	15 1/2	1 1/2	37 3/4	1 1/2	F	13 1/2	3 1/2	1/4	2	13 1/2	3 1/2	1/4	2	141	81	243 1/4	34	.....
Fageol 445-4	3	1/4	1 5/8	2	V	10	1 1/2	17	1 1/2	40 1/4	1 1/2	F	15 3/4	3 3/4	1/4	2	15 3/4	3 3/4	1/4	2	159 1/2	102	268 3/8	37 3/4	.....
Fageol 645-6	3	1/4	1 5/8	2	V	10	1 1/2	17	1 1/2	40 1/4	1 1/2	F	18 1/8	4	1/4	2	18 1/8	4	1/4	2	159 1/2	102	268 3/8	37 3/4	.....
Federal R-3-1	4	7/8	1	....	V	.....	1 1/2	.....	1 1/2	.....	....	F	.....	.....	1/4	4	.....	.....	1/4	4	110	.....	.....	.....	.....
Federal S-23-1 1/2	4	7/8	1	....	V	.....	1 1/2	.....	1 1/2	.....	....	F	.....	.....	1/4	4	.....	.....	1/4	4	118	.....	.....	.....	.....
Federal U-3-2 1/2	4	1/4	1 1/4	....	V	.....	1 1/4	.....	1 1/2	.....	....	F	.....	.....	1/4	4	.....	.....	1/4	4	134	.....	.....	.....	.....
Federal W-3-4	4	1/4	1 1/4	....	V	.....	1 1/2	.....	1 1/2	.....	....	F	.....	.....	1/4	4	.....	.....	1/4	4	154	.....	.....	.....	.....
Federal X2-5	4	1/4	1 1/2	....	V	.....	1 3/4	.....	1 1/2	.....	....	F	.....	.....	1/4	4	.....	.....	1/4	4	15.	.....	.....	.....	.....
Federal Light Duty	4	1/4	1 1/4	....	V	.....	1 1/4	.....	1 1/2	.....	....	F	.....	.....	1/4	4	.....	.....	1/4	4	86	.....	.....	.....	.....
Federal Heavy Duty	4	1/4	1 1/4	....	V	.....	1 1/4	.....	1 1/2	.....	....	F	.....	.....	1/4	4	.....	.....	1/4	4	99	.....	.....	.....	.....
Fisher Fast Freight	3	1/4	....	....	V	13	1 1/2	10	1 1/2	44 1/8	1 1/2	F	16	2 1/4	1/4	2	8	2	1/4	2	120	79	211	32	10 1/2
Ford T-1	3	1/4	1.06	1 7/8	H	4	2	2 3/4	1 3/4	26 7/8	1 1/8	R	23 3/8	1 1/8	7/8	1	12	1 5/8	7/8	2	60	.....	123	23	9 3/4
Front Drive FT-1 1/2	4	1/4	1	7/8	V	13 3/4	1 3/4	17	1 3/8	33	2	F	13	4	1/4	4	15	4	1/4	4	132	98	204	34	10 1/2
Fulton C-2	4	7/8	1 1/8	1 1/2	H	13	2	15	2	37 1/2	1 1/2	F	50 1/2	3	7/8	1	25	2 3/4	7/8	1	120	73	215 1/2	34	10
Fulton A-1	4	7/8	1 1/8	1 1/2	H	13	2	15	2	37 1/2	1 1/2	F	48	2 1/2	7/8	1	47 1/2	2 1/4	7/8	1	106	60	192	33 3/4	12
Fulton C-2	4	7/8	1 1/8	1 1/2	V	9 3/4	2	10	1 1/4	35 1/2	1 1/2	F	50 1/2	3	7/8	1	25	2 3/4	7/8	1	120	73	215 1/2	34	10
F. W. D. B-3	3	1/4	1 11/16	1 1/2	V	4	2	5	1 1/2	40	1 1/8	F	27	3 1/2	1/4	1	43	2 3/4	1/4	2	148	97	200	36	9 1/4
Garford 15-1	4	7/8	1	....	V	.....	.....	.....	.....	34	1 1/2	F	11	2 1/2	1/4	4	11	2 1/2	1/4	4	96	61	187	34	11
Garford 30-1 1/4	4	7/8	1 1/4	....	V	.....	.....	.....	.....	31 1/2	5/8	R	11 3/4	3 1/4	1/4	4	11 3/4	3 1/4	1/4	4	120	71	220	34	9
Garford 50-2 1/2	4	1/4	1 1/4	....	V	.....	.....	.....	.....	38 5/8	5/8	R	13 7/8	3 1/2	1/4	4	13 7/8	3 1/2	1/4	4	144	82	246	34	7
Garford 80-4	4	1/4	1 1/4	....	V	.....	.....	.....	.....	39	2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	150	88 1/2	251	36	7
Garford 68D-5	4	1/4	1 1/2	....	V	.....	.....	.....	.....	39 1/4	5/8	R	17 3/4	4	1/4	4	17 3/4	4	1/4	4	150	88 1/2	251	36	10
Garford 151-A-5	4	1/4	1 1/2	....	V	.....	.....	.....	.....	39 1/4	5/8	R	10 1/2	4	3/8	2	21 5/8	4	1/4	4	150	88 1/2	251	36	11
Gary WLD-1	4	7/8	1	5/8	V	.....	2	.....	.....	.....	1	F	11 1/2	3	1/4	4	11 1/2	3	1/4	4	97 3/8	.....	.....	34	11 1/2
Gary G15-1 1/2	4	1/4	1 1/4	5/8	V	13 1/2	2	12	1 1/4	32	1 1/4	F	12	3 1/4	1/4	4	12	3 1/4	1/4	4	120	72	214	34	10 1/4
Gary E25-2 1/2	4	1/4	1 1/4	5/8	V	10	2	12	1 1/4	36	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	120	76	214	34	10
Gary Y35-3 1/2	4	1/4	1 1/4	5/8	V	13	2	16 1/2	1 1/4	36	2	F	15 3/4	3 3/4	1/4	4	15 3/4	3 3/4	1/4	4	148	86	247	36 3/4	10 1/4
Gary B50-5	4	1/4	1 1/2	5/8	V	14	2	18	1 1/2	.....	2	F	18 1/4	4	1/4	4	18 1/4	4	1/4	4	168	99	275	39	10 1/4
G.M.C. K-41	4	1/4	1 1/4	1 1/16	V	10	1 3/4	9 1/2	1 3/4	35 3/4	11/16	V	13	3 1/2	1/4	4	13	3 1/2	1/4	4	Opt	Opt	Opt	33	9 1/2
G.M.C. K-71	4	1/4	1 1/4	1 1/16	V	11 3/4	1 3/4	9 1/2	1 3/4	35 3/4	11/16	V	15 1/8	3 3/4	1/4	4	15 1/8	3 3/4	1/4	4	Opt	Opt	Opt	38	10 1/4
G.M.C. K-101	4	1/4	1 1/4	1 1/16	V	11 3/4	1 3/4	9 1/2	1 3/4	35 3/4	11/16	V	17 3/4	4	1/4	4	17 3/4	4	1/4	4	Opt	Opt	Opt	38	9 3/4
G.M.C. K-17	4	1/8	1 1/4	1 5/8	V	10 1/2	1 7/8	....	1 5/8	33 1/2	11/16	R	14 1/4	2 3/8	7/8	3	46 3/4	2 1/4	7/8	1	101	57	199 1/2	34 1/4	8 11/16
G.M.C. K-32	4	1/8	1 1/4	1 5/8	V	10 1/2	1 7/8	....	1 5/8	33 1/2	11/16	R	14 1/4	2 3/8	7/8	3	46 3/4	2 1/8	7/8	1	123	75	221	34 3/8	9 11/16
Gotfredson 20-B-1	4	7/8	1	1	V	10 1/4	1 3/4	10 1/2	1 1/4	32 1/8	1 1/2	F	42 1/4	3 1/4	7/8	1	11	2	7/8	2	86 7/8	56 11/16	181 1/4	32 1/2	8 1/2
Gotfredson 30-1 1/2	4	7/8	1	1	V	10 1/4	1 3/4	10 1/2	1 1/4	32 1/8	1 1/2	F	11 3/4	3 1/4	7/8	4	.....	.....	.....	.....	118 7/8	69 11/16	213 1/4	32 1/8	.....
Gotfredson 41-2	4	1/4	1 1/4	1 1/4	V	8 1/2	1 3/4	4	1 1/4	36 1/4	2	F	11 3/4	3 1/4	7/8	4	.....	.....	.....	.....	119 7/8	67 11/16	216 5/8	32	.....
Gotfredson 60-3	4	1/4	1 1/4	1 1/4	V	11	2	16 1/4	1 1/4	41	1 3/4	F	11 3/4	5	7/8	2	13 1/2	3 1/4	1/4	4	127	81 7/8	218 1/2	33	.....
Gotfredson 80-4	4	1/4	1 1/4	1 1/4	V	14	2	18	1 1/4	43	2	F	11 3/4	7	7/8	2	15 1/2	3 3/4	1/4	4	147	88 3/4	242 5/8	35	8 11/16
Gotfredson 100-5	4	1/4	1 1/2	1 7/8	V	14	2	19	1 1/2	43	2	F	12 3/4	7	7/8	2	18 1/4	4	1/4	4	156	93	256 1/2	38	10 1/2
Graham Bros. BB-1	...	...	...	...	...	...	...	...	...	...	...	...	41 3/4	2	7/8	2	41 3/4	2	7/8	2	86 11/16	46 11/16	192 5/8	34	.....
Graham Bros. CB&MB-1 1/2	...	...	...	...	...	...	...	...	...	...	...	...	41 3/4	2 1/4	7/8	2	41 3/4	2 1/4	7/8	2	96 11/16	56 11/16	202 5/8	34	.....
Graham Bros. LB&FB-1 1/2	...	...	...	...	...	...	...	...	...	...	...	...	41 3/4	2 1/4	7/8	2	41 3/4	2 1/4	7/8	2	132 7/16	74 7/8	238 5/8	34	.....
Gramm-Bernstein 10 Sp'd-1	3	7/8	1	1 1/2	V	12	2 1/4	14 1/2	2 1/4	29	1	F	48	2	7/8	2	26	2	7/8	1	97	54	180	30 1/8	.....
Gramm-Bernstein 15-1 1/2-2	3	7/8	1	1 1/2	V	10 1/4	2	6	2	39	1 1/4	F	48 1/2	2	7/8	2	45 7/8	1 1/2	7/8	2	120	74	205 11/16	32	.....
Gramm-Bernstein 65-1 1/2-2	3	7/8	1	1 1/2	V	10 1/4	2	6	2	39	1 1/4	F	19 3/4	1 3/4	7/8	4	19 3/4	1 3/4	7/8	4	120	74	205 11/16	32	.....
Gramm-Bernstein 125-2 1/2	3	7/8	1 1/4	1 1/2	V	4 1/2	1 1/2	12	1 1/2	32	2	F	8	5	1/4	2	45	2	7/8	4	126	77 3/4	214	32	.....
Gramm-Bernstein 30-3	3	1/4	1 1/4	1 1/2	V	11	1 1/2	9	1 1/2	33 3/4	2	F	22 3/4	2 1/4	1/4	4	22 3/4	2 1/4	1/4	4	129 3/4	81 3/4	226 3/4	36	.....

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE											BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	★ Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Gramm-Bernstein 75P–3½	3	¼	1¼	1½	V	11	1½	9	1½	33¾	2	F	22¾	2¼	¼	4	22¾	2¼	¼	4	129¾	.....	.....	36	.....
Gramm-Bernstein 40–4	3	¼	1¼	1½	V	11	1½	9	1½	33¾	2	F	28¾	2¾	¼	4	28¾	2¾	¼	4	144	87¾	240¾	36	.....
Gramm-Bernstein 50–5–6	3	¼	1½	1¾	V	23¼	2	13¾	1¾	40¾	2	F	32 ⅜	2¾	¼	4	32 ⅜	2¾	¼	4	132	97	263½	36	.....
Grass Premier 40A	3	⅜	1	1½	V	12	2¼	14½	2¼	29	1	F	22½	1¾	⅜	2	48	2½	⅜	2	98	70	192	31	.....
Grass Premier 60A1½	4	⅜	1¼	1½	V	14	2½	16	2½	.....	.....	...	48½	2	⅜	2	47	1½	⅜	2	108	66	204	31	.....
Grass Premier 70A2½	4	⅜	1¼	1½	V	14	2½	16	2½	.....	.....	...	.....	.....	.....	...	.....	.....	.....	...	120	.....	214	31	.....
Grass Premier 90A3½	4	⅜	1½	1¾	V	14	2½	16	2½	.....	.....	...	.....	.....	.....	...	.....	.....	.....	...	95	83	192	35	.....
G. W. W Super	3	¼	1½	1¾	V	11	1½	11	1½	40	1½	F	15⅝	3¾	¼	4	15¾	3¾	¼	4	89	72	192	32	11⅛
	3	⅜	1¾	1¾	V	8	1¾	17½	1¼	37½	1¼	F	49	2½	¼	2	47	1½	⅜	2	.....	.....	.....	.....	.....
Harvey WOA–2	4	¼	1¼	1 ⅜	V	11	2	14	1¼	35⅝	2	F	45	2	¼	2	45	2	¼	2	139	87	242¼	32	10
Harvey WFB–2½	4	¼	1¼	1 ⅜	V	11	2	14	1¼	35⅝	2	F	50	2¼	¼	2	50	2¼	¼	2	139	87	242¼	32	10
Harvey WTT–6	4	¼	1¼	1 ⅜	V	7	2	14	1½	36	2	F	13	3½	¼	4	13	3½	¼	4	83	52	186¼	32	10
Harvey WHB–3½	4	¼	1½	1 ⅜	V	12	2	14	1¼	36½	2	F	20¾	4	¼	4	20¾	3	¼	4	151¾	85¾	258⅛	35	9
Harvey WFT–6	4	¼	1¼	1 ⅜	V	11	2	14	1¼	36½	2	F	50	2¼	¼	2	50	2¼	¼	2	84	52	189 ⅜	32	10
Harvey WFC–2½	4	¼	1¼	1 ⅜	V	7	2	14	1½	36	2	F	13	3½	¼	4	13	3½	¼	4	139	87	242¼	32	10
Harvey WHT–10	4	¼	1½	1 ⅜	V	12	2	14	1¼	36½	2	F	20¾	4	¼	4	20¾	3	¼	4	86	52½	191⅛	35	9
Indiana 15–1½	3	¼	1¼	.....	.....	17	1¼	14	1¼	38½	1	F	19	2	⅜	4	19	2	⅜	4	114	67 ⅜	213¼	34	10¼
Indiana 20–2	3	¼	1¼	.....	.....	6	1¼	13	1¼	26⅜	1½	F	22¼	2¼	¼	4	22¼	2¼	¼	4	126	74½	226½	33	10¼
Indiana 25–2½	3	¼	1¼	.....	.....	6	1¼	13	1¼	26⅜	1½	F	22¼	2¼	¼	4	22¼	2¼	¼	4	138	81	229 ⅜	33	9¾
Indiana 35–3½	3	¼	1¼	.....	.....	6	1¼	13	1¼	26⅜	1½	F	20¾	...	¼	4	20¾	...	¼	4	139	79¾	244¾	34½	8¾
Indiana 51–5	3	¼	1½	.....	.....	10	1½	17½	1½	40½	1¾	F	65 ⅜	3	⅜	2	65 ⅜	3	⅜	2	152¼	87	260	37½	10½
																					88	.....	.....	34	.....
Inter'l S–2000 lbs.–Sp. Tr	3	¼	1¼	1¼	V	9¾	2¼	17¾	2¼	30¼	1	F	38	2	⅜	2	36	2	⅜	2	101¾	57¼	194¾	34	11½
International 33–3000 lbs	4	¼	1¼	1¾	V	6¼	2½	6½	2½	43½	1½	F	43¾	2¼	⅜	2	43¾	2¼	⅜	2	109	50¼	202	32¼	11½
International 43–4000 lbs	4	¼	1¼	1¾	V	6¼	2½	6½	2½	43½	1½	F	50⅝	2¼	⅜	2	50⅝	2¼	⅜	2	116 ⅜	67⅝	213⅞	34	11⅜
International 63–6000	4	¼	1¼	1¾	V	9	2½	14½	2	46	1¾	F	50⅝	2¼	⅜	2	50⅝	2¼	⅜	2	146	87⅝	244	34	12¾
International 103	4	¼	1¼	1¾	V	9	2½	6¼	3	51	1¾	F	.....	.....	.....	...	.....	.....	.....	...	.....	.....	.....	.....	.....
Kelly-Springfield K70–1½–2	4	¼	1¼	1 ⅜	V	12¼	1½	16	1½	41⅜	1½	F	17⅜	2⅜	⅜	4	17⅜	1⅞	⅜	4	132	81	230	34	10
Kelly-Springf'd K41–3½–5	4	¼	1¼	1 ⅜	V	6¼	1⅝	24	1½	59⅝	1	V	3 ⅜	4½	¼	12	58	2½	⅜	2	144	87	248	36	9½
Kelly-Springf'd K61–5 to 7	4	¼	1¼	1 ⅜	V	6¼	1⅝	24	1½	59⅝	1	V	3 ⅜	4½	¼	12	58	2½	⅜	2	144	87	248	36	9½
Kelly-Springfield K-75–2½	4	¼	1¼	1 ⅜	V	7	1½	13	1½	41⅜	1½	F	3 ⅜	4½	¼	12	21¼	2½	⅜	2	138	85	238	34	9½
Kelly-Springfield K-76–2½	4	¼	1¼	1 ⅜	V	7	1½	13	1½	41⅜	1½	F	17⅜	2⅜	⅜	4	17⅜	1⅛	⅜	4	138	85	238	34	9¾
Kenworth O–1	4	⅜	1	.....	H	12½	1¼	18½	1¼	31	1½	F	18	2	⅜	4	18	2	⅜	4	120	77½	207½	.....	.....
Kenworth M–2	4	¼	1¼	.....	H	12½	2	17	1½	37	2	F	22¼	2¼	¼	4	22¼	2¼	¼	4	122	74	218	.....	.....
Kenworth KS–3	4	¼	1¼	.....	H	11½	2	17	1½	36	2	F	22¼	2¼	¼	4	22¼	2¼	¼	4	136	83	233	.....	.....
Kenworth L–4	4	¼	1¼	.....	H	11½	2	17	1½	36	2	F	20¾	4	¼	4	20¾	3	¼	4	150	89	243	.....	.....
Kenworth RS–5	4	¼	1½	.....	H	10	2	15	1½	37½	1½	F	68¾	3	¼	2	68¾	3	¼	2	160	96	250	.....	.....
King Zeitler 1	4	⅜	1	1 ⅜	V	11	1½	16	1½	40	1¼	F	11½	3¼	¼	4	11½	3¼	¼	4	Opt	Opt	Opt	32	10½
King Zeitler 1½	4	⅜	1	1 ⅜	V	11	1½	16	1½	40	1¼	F	12¼	3¼	¼	4	12¼	3¼	¼	4	Opt	Opt	Opt	32	10¾
King Zeitler 2½	4	⅜	1¼	1 ⅜	V	12	1½	16	1½	41	1½	F	13½	3½	¼	4	13½	3½	¼	4	Opt	Opt	Opt	32	10
King Zeitler 3½	4	¼	1¼	1 ⅜	V	12	1½	16	1½	42	1½	F	16	3¾	¼	4	16	3¾	¼	4	Opt	Opt	Opt	36	10¾
King Zeitler 5	4	¼	1½	1 ⅜	V	14	2	22	2	42	1½	F	18	4	¼	4	18	4	¼	4	Opt	Opt	Opt	36	10¼
Kissel 1 Ton	3	⅜	.....	1¼	.....	12¼	1¾	10	1½	46¾	2	F	11	3	¼	4	12	3¼	¼	4	102	58½	201 ..	34	.....
Kissel Utility 1½	3	⅜	.....	1¼	.....	12¼	1¾	10	1½	46¾	2	F	19	2	⅜	4	12	3¼	¼	4	120	70½	219 ..	34	.....
Kissel Freighter 2	3	⅜	.....	1¼	.....	12¾	1¾	10	1½	49	2	F	14	3½	¼	4	14	3½	¼	4	144	80	243 ..	34	.....
Kissel Heavy Duty 4	3	⅜	.....	1¼	.....	13¾	1¾	10	1½	52¼	2	F	56	2½	⅜	4	56	2½	⅜	2	156	94¾	251¼	36	.....
Kleiber 1½	4	¼	1¼	.....	V	11	1½	13	1¼	45½	1⅜	F	13	3¼	¼	4	13	3¼	¼	4	114	.....	.....	34	.....
Kleiber 2½	4	¼	1½	.....	V	12	1½	14	1½	47½	1⅜	F	14	3½	¼	4	14	3¼	¼	4	150	.....	.....	38	.....
Kleiber 3½	4	¼	1¾	.....	V	13	1½	14½	1½	47½	1⅜	F	16	3¾	¼	4	16	3¾	¼	4	156	.....	.....	38	.....
Kleiber 5	4	¼	1¾	.....	V	14	1½	15	1½	48½	1¾	F	18	4	¼	4	18	4	¼	4	171	.....	.....	38	.....
Krebs J–24	4	¼	1	⅜	V	8	1½	17	1½	42	1½	F	11¼	2½	¼	4	11¼	2½	¼	4	119	64	214	33	10¼
Krebs 50	4	¼	1¼	⅜	V	10	1½	17	1½	42	1½	F	13½	3½	¼	4	13½	3½	¼	4	122	60	222	33	9
Krebs K–45	4	¼	1¼	⅜	V	11	1½	17	1½	42	1½	F	12	3¼	¼	4	12	3¼	¼	4	122	60	222	33	10
Krebs 80	4	¼	1¼	⅜	V	11	1½	17	1½	44	2	F	13½	3½	¼	4	13½	3½	¼	4	131	80	234	33½	9
Krebs L–75	4	¼	1¼	⅜	V	11	1½	17	1½	44	2	F	13½	3½	¼	4	13½	3½	¼	4	131	80	234	33¼	9
Krebs 100	4	¼	1¼	⅜	V	11	1½	17	1½	44	2	F	16	3¾	¼	4	16	3¾	¼	4	131	87	234	38	10
Krebs L–110	4	¼	1½	⅜	V	11	1½	17	1½	44	2	F	16	3¾	¼	4	16	3¾	¼	4	131	87	234	38	10
Krebs 130	4	¼	1½	⅜	V	11	1½	17	1½	44	2	F	16	3¾	¼	4	16	3¾	¼	4	126	92	234	38	10
Krebs B–120	4	¼	1½	⅜	V	.....	.....	.....	.....	.....	.....	...	16	3¾	¼	4	16	3¾	¼	4	126	92	234	38	10
Lange F–3½	4	¼	1 ⅛	1 ⅜	V	4	1½	14	1½	45	1½	F	13¾	3¾	¼	4	13¾	3¾	¼	4	159	104	251½	37	9½
Lange E–2½	4	¼	1 ⅛	1⅜	V	7	1½	14	1½	42	1½	F	11½	3½	¼	4	11½	3½	¼	4	139	85	229	33	10
Lange G–1½	4	¼	1 ⅛	1⅜	V	5½	1½	13	1½	40	1¼	F	12	3¼	¼	4	12	3¼	¼	4	114	73	205	33	9¾
Larrabee X2–1–1¼ Ton	3	⅜	1	1¾	V	6	1¼	14	1¼	34	1¼	F	50	2	⅜	2	50	2	⅜	2	108	59	205	34	11
Larrabee J4–1½–2¼ Ton	4	⅜	1	1¾	V	6½	1¼	10	1½	41	1¼	F	19	2	⅜	4	19	2	⅜	4	108	67½	199	34	10½
Larrabee K5–2½–3½ Ton	4	¼	1¼	1¾	V	6	1½	11	1½	45½	1½	F	21	2¼	¼	4	21	2¼	¼	4	Opt	Opt	Opt	34	9¾
Larrabee L4–3½–4½ Ton	4	¼	1¼	1¾	V	6	1½	11	1½	45½	1½	F	21	4	¼	4	21	3	¼	4	Opt	Opt	Opt	36	9
LeMoon GP–1	4	¼	1¼	⅜	V	12	1⅜	10	1⅜	44	1½	F	11½	2½	⅜	2	11½	2½	⅜	2	65	.....	.....	.....	11
LeMoon GP–1½	4	¼	1¼	⅜	V	12	1⅜	10	1⅜	44	1½	F	11½	3	¼	2	11½	3	¼	2	Opt	.....	.....	.....	11
LeMoon GP–2	4	¼	1¼	⅜	V	12	1⅜	10	1⅜	44	1½	F	12	3¼	¼	2	12	3¼	¼	2	Opt	.....	.....	.....	11
LeMoon G–3	4	¼	1¼	⅜	V	12	1⅜	10	1⅜	44	1½	F	13½	3½	¼	2	13½	3½	¼	2	Opt	.....	.....	.....	11
LeMoon G–4	4	¼	1¼	⅜	V	12	1⅜	10	1⅜	44	1½	F	16½	3¾	¼	2	16½	3¾	¼	2	Opt	.....	.....	.....	11
LeMoon G–5	4	¼	1¼	⅜	V	.....	.....	.....	.....	.....	.....	...	18	4	¼	2	18	4	¼	2	.....	.....	.....	.....	.....
Maccar EX–1¼	3	⅜	1¼	⅜	V	4½	1½	15	1½	35½	1¼	F	50	2	⅜	2	48	2	⅜	2	101⅝	68	192½	37	9½
Maccar V–1, 2	4	¼	1¼	⅜	V	4	1¾	19	1½	35	2	F	11⅝	3¼	¼	4	11⅝	3¼	¼	4	138¾	79¾	243⅜	34	10½
Maccar H–1, 3	4	¼	1¼	⅜	V	4	1¾	19	1½	35	2	F	13 ⅜	3½	¼	4	13 ⅜	3½	¼	4	138¾	79¾	243⅜	34	9½
Maccar M–2, 4	4	¼	1¼	⅜	V	4	1¾	19	1½	35	2	F	14¾	3¾	¼	4	14¾	3¾	¼	4	156¾	91¾	263½	34	8½
Maccar G–1 5	4	¼	1½	⅜	V	8	1¾	16½	1¾	40¾	2	F	18	4	¼	4	18	4	¼	4	163⅛	99⅞	278	37½	10
Mack AB–1½,2,2½–T–Ch	3	⅜	1¼	1⅜	V	7½	1¼	5⅜	1¼	36⅝	1¼	F	11⅝	4	¼	2	16½	2½	¼	4	Opt	.....	.....	33¼	.....
Mack Dual R'd'n–1½,2,2½	3	⅜	1¼	1⅜	V	7½	1¼	5⅜	1¼	36⅝	1¼	F	18¼	3½	¼	4	12	6	¼	2	Opt	.....	.....	33¼	.....
Mack AB–Tractor–5	3	⅜	1¼	1⅜	V	7½	1¼	5⅜	1¼	36⅝	1¼	F	11⅝	4	¼	2	16½	2½	¼	4	Opt	.....	.....	33¼	.....
Mack AC–3½,5,6½,7½	3	⅜	1¼	1⅜	V	5	1¾	3¼	2	.....	.....	...	16⅛	3	¼	4	20½	3½	¼	4	Opt	.....	.....	37½	.....
Mack AC–Trac.–7,10,13,15	3	¼	1½	1⅝	V	5	1¾	3¼	2	.....	1½	F	16⅛	3	¼	4	20½	3½	¼	4	Opt	.....	.....	37½	.....
Mason Road King	3	¼	1¼	.....	.....	11⅝	2	14⅛	1½	.....	1½	F	42 ⅜	2¾	⅜	1	40⅝	2¾	⅜	1	130 ⅜	76 ⅜	212 ⅜	30	10
Master 22–1½	4	¼	1¼	1 ⅜	V	13½	2	12½	1¼	30½	1	F	12	3¼	¼	2	12	3¼	¼	2	Opt	.....	.....	34⅛	.....
Master 41–2½	4	¼	1¼	1 ⅜	V	13½	2	12½	1¼	31	1¼	F	13¼	3½	¼	2	13¼	3½	¼	2	117⅜	.....	.....	34	.....
Master 51–3½	4	¼	1½	1 ⅜	V	13½	2	15	1¼	35	2	F	16	3¾	¼	2	16	3¾	¼	2	147¾	.....	.....	36¾	.....
Master 61–5	4	¼	1½	1 ⅜	V	13½	2	15	1¼	35	2	F	13¼	4	¼	2	18	4	¼	2	162⅛	.....	.....	36¾	.....
Master 64–5–6	4	¼	1½	1 ⅜	V	13½	2	15	1¼	37	2	F	13¼	4	¼	2	18	4	¼	2	162⅛	.....	.....	39	.....
Menominee Hurryton –1	3	¼	1¼	1¾	V	6	1½	12	1¼	40	1¼	F	48 ⅜	2½	⅜	2	48 ⅜	2½	⅜	2	122	.....	197	33	10½
Menominee H–1½	3	¼	1¼	1¾	V	6	1½	12	1¼	40	1¼	F	47 ⅜	2½	⅜	2	47 ⅜	2½	⅜	2	102 ⅜	.....	216	32	10¾
Menominee D–2	3	¼	1¼	1¾	V	3	1¾	3	1¼	37¾	2	F	13½	3½	¼	8	33¼	2½	⅜	2	146	.....	224	32	10¾
Menominee HT–1¼	3	¼	1¾	1¾	V	6	1½	12	1¼	33¾	1¼	F	47 ⅜	2½	⅜	2	33¼	2½	⅜	2	102¾	.....	192	32	10¾

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Commerce 25B-5000	4	¼	1¼	⅞	V	9½	1½	15½	1½	42	1½	F	13	3½	¼	4	13	3½	¼	4	132	84	228½	34	12½
Concord E-1	4	¼	1	⅞	H	7	1⅞	9½	1⅜	33½	2	F	12	3	¼	4	12	3	¼	4	.....	.....	.....	32¼	.....
Concord G-2	4	¼	1	⅞	H	7	1⅞	9½	1⅜	33½	2	F	13½	3½	¼	4	13½	3½	¼	4	.....	.....	.....	32¼	.....
Concord H-2	4	¼	1¼	⅞	H	7	1⅞	9½	1⅜	33½	2	F	12	3¼	¼	4	12	3¼	¼	4	.....	.....	.....	32¼	.....
Concord J-2½	4	¼	1¼	⅞	H	7	1⅞	9½	1⅜	33½	2	F	13½	3½	¼	4	13½	3½	¼	4	.....	.....	.....	32¼	.....
Concord JL-3	4	¼	1¼	⅞	H	7	1⅞	9½	1⅜	33½	2	F	13½	3½	¼	4	13½	3½	¼	4	.....	.....	.....	32¼	.....
Corbitt S-¾	3	⅞	1	⅞	H	8	2	14	2	38	1¼	F	16¾	1¾	⅞	4	16¾	1¾	⅞	4	103	59	196	34	11½
Corbitt E-1	3	⅞	1	⅞	H	9	2	12	2	41	⅝	V	16¾	1¾	⅞	4	16¾	1¾	⅞	4	104	62	198	34	11½
Corbitt D-1½	3	⅞	1	⅞	V	11	1¼	15	1¼	46	1½	F	18	2	¼	4	18	2	¼	4	110	72	206	34	10
Corbitt C-2	3	⅞	1¼	⅞	V	13	1¼	15	1¼	46	1½	F	22¼	2¼	¼	4	22¼	2¼	¼	4	132	78	230	35	10½
Corbitt B-2½	3	⅞	1¼	⅞	V	13	1¼	15	1¼	46	1½	F	22¼	2¼	¼	4	22¼	2¼	¼	4	136	78	232	35	10½
Corbitt R-2½-3	3	⅞	1¼	⅞	V	14	1¼	8	1¼	46	1½	F	22¼	2¼	¼	4	22¼	2¼	¼	4	153	92	254	35	10¾
Corbitt A-3½-4	3	⅞	1¼	⅞	V	14	1¼	8	1¼	46	1½	F	21	4	¼	2	21	3	¼	2	168	106	266	35	9
Corbitt AA-5	3	⅞	1½	⅞	V	13	2	14	2	36	2	F	68¾	3	¼	2	68¾	3	¼	2	168	106	268	38	10
Day-Elder G-1½	4	⅞	1	1¼	V	.....	1¾	....	1¼	.....	1½	F	11¾	3¼	¼	4	11¾	3¼	¼	4	105¼	61¼	191	35	10¼
Day-Elder H-2	4	⅞	1	1¼	V	.....	1¾	....	1¼	.....	1½	F	11¾	3¼	¼	4	11¾	3¼	¼	4	132¼	77¼	218	34	9¾
Day-Elder I-2½	4	¼	1¼	1½	V	.....	1¾	....	1¼	.....	2	F	13 ⅞	3½	¼	4	13 ⅞	3½	¼	4	123½	77½	216	35	10½
Day-Elder J-3	4	¼	1¼	1½	V	.....	2	....	1¼	.....	2	F	13 ⅞	3½	¼	4	13 ⅞	3½	¼	4	115¾	77¼	214½	35	10½
Day-Elder K-4	4	¼	1¼	1½	V	.....	2	....	1¼	.....	2	F	15 ⅝	3¾	¼	4	15 ⅝	3¾	¼	4	121	86	220	37	8 ⅜
Day-Elder L-5	4	¼	1½	1¾	V	.....	2	....	1½	.....	2	F	17 ⅜	4	¼	4	17 ⅜	4	¼	4	148	88	253	37	10 ⅛
Diamond T-75-¾-1	3	¼	¾	1	V	8	1½	10½	1¼	33¼	1¼	F	22	2½	¼	2	46 ⅝	2¼	⅞	1	90	57½	182½	34	.....
Diamond T-O4-1-1¼	3	⅞	1	1¼	V	9	1¼	6	1¼	35	2	F	48	2½	⅞	2	33	2½	⅞	2	100	.....	.....	34	.....
Diamond T-T-1½	3	⅞	1	1¼	V	9	1¼	6	1¼	35	2	F	11½	3¼	¼	4	11½	3½	¼	4	Opt	.....	.....	34	.....
Diamond T-U2-2½	3	⅞	1¼	1½	V	9	1¼	8	1¼	35	2	F	13¼	3½	¼	4	13¼	3½	¼	4	Opt	.....	.....	34	.....
Diamond TK-3½	3	¼	1¼	1½	V	10	1½	10	1½	35	2	F	15 ⅝	3¾	¼	4	15 ⅝	3¾	¼	4	Opt	.....	.....	37	.....
Diamond T-S-5	3	¼	1½	1¾	V	9	2	21	2	40⅜	2	F	18	4	¼	4	17 ⅜	4	¼	4	Opt	.....	.....	37	...
Dixon Model D	4	⅞	1	....	V	11	1½	8	1½	41	....	F	13	3½	¼	4	13	3½	¼	4	126	71	221½	34½	9¼
Dixon Model C	4	⅞	1¼	....	V	11	1½	9	1½	42	....	F	13	3½	¼	4	13	3½	¼	4	Opt	71	221½	34½	9¼
Dixon Model A	4	⅞	1¼	....	V	12	1½	10	1½	42	....	....	....	....	....	....	13	....	....	4	Opt	71	221½	36	9½
Dorris K-4-2½	3	¼	1¼	1¼	V	2¼	1½	6¼	1¼	42⅞	2	F	13½	3½	¼	4	13½	3½	¼	4	142¾	96½	233½	34	9
Dorris K-7-3½	3	¼	1¼	1¼	V	2¼	1½	6¼	1¼	42⅞	2	F	15¾	3¾	¼	4	15¾	3¾	¼	4	178½	130½	270½	36	9
Double Drive TT-3	4	¼	1¼	⅞	V	12	2	19	1½	34	2	F	8 ⅝	4	¼	4	18	4	¼	4	132	100	216	34	9¼
Duplex G	4	⅞	1	....	V	.....	1¾	....	1¼	.....	....	F	11	2½	¼	4	11	2½	¼	4	102	.....	.....	34	.....
Duplex GH	4	⅞	1	....	V	.....	1¾	....	1¼	.....	....	F	19	2	¼	4	19	2	¼	4	112	.....	.....	34	.....
Duplex A	3	⅞	1¼	....	V	.....	1¼	....	1¼	.....	....	F	20	2¼	¼	4	20	2¼	¼	4	121	.....	.....	34	.....
Duplex AC	3	⅞	1¼	....	V	.....	1¼	....	1¼	.....	....	F	26	2	¼	4	26	2	¼	4	140	.....	.....	34	.....
Duplex E	3	¼	1¼	1½	V	.....	2	....	1¼	.....	....	F	10	2½	¼	2	52	2½	¼	4	128	.....	.....	40	.....
Duplex FD	4	¼	1¼	....	V	.....	2	....	1¼	.....	....	F	26¼	2	¼	4	26¼	2	¼	4	Opt	.....	.....	34	.....
Eagle 100-2	4	⅞	1¼	1	V	14	2	16	1¼	36	1½	...	49½	3	⅞	2	46	2	⅞	2	Opt	.....	.....	36	.....
Eagle 101-1¼	4	⅞	1¼	1	V	14	2	16	1¼	34	1½	...	21	2½	⅞	4	21	2¼	⅞	4	Opt	.....	.....	31	.....
Eagle 104-2-3	4	¼	1¼	1¼	V	14	2	16	1¼	36	1½	F	49½	3	⅞	2	46	2	⅞	2	Opt	.....	.....	32	.....
Eagle 105-2-3 Ton	4	¼	1¼	1¼	V	14	2	16	1¼	36	1½	F	58	2½	⅞	2	44	2½	⅞	2	Opt	.....	.....	32	.....
Fageol 235-2	3	¼	1 ⅜	1 ⅜	V	7	1½	15½	1½	37¾	1½	F	12¼	3¼	¼	2	12¼	3¼	¼	2	120	68¾	222¼	34	.....
Fageol 340-3	3	¼	1 ⅜	1 ⅜	V	7	1½	15½	1½	37¾	1½	F	13½	3½	¼	2	13½	3½	¼	2	141	81	243¼	34	.....
Fageol 445-4	3	¼	1⅝	2	V	10	1½	17	1½	40¼	1½	F	15¾	3¾	¼	2	15¾	3¾	¼	2	150½	102	268⅜	37¾	.....
Fageol 645-6	3	¼	1⅝	2	V	10	1½	17	1½	40¼	1½	F	18⅛	4	¼	2	18⅛	4	¼	2	159½	102	268⅜	37¾	.....
Federal R-3-1	4	⅞	1	....	V	.....	1½	....	1½	.....	....	F	.....	.....	¼	4	.....	.....	¼	4	110	.....	.....	.....	.....
Federal S-23-1½	4	⅞	1	....	V	.....	1½	....	1½	.....	....	F	.....	.....	¼	4	.....	.....	¼	4	118	.....	.....	.....	.....
Federal U-3-2½	4	¼	1¼	....	V	.....	1¾	....	1½	.....	....	F	.....	.....	¼	4	.....	.....	¼	4	134	.....	.....	.....	.....
Federal W-3-4	4	¼	1¼	....	V	.....	1½	....	1½	.....	....	F	.....	.....	¼	4	.....	.....	¼	4	154	.....	.....	.....	.....
Federal X2-5	4	¼	1½	....	V	.....	1¾	....	1½	.....	....	F	.....	.....	¼	4	.....	.....	¼	4	15.	.....	.....	.....	.....
Federal Light Duty	4	¼	1¼	....	V	.....	1¼	....	1½	.....	....	F	.....	.....	¼	4	.....	.....	¼	4	86	.....	.....	.....	.....
Federal Heavy Duty	4	¼	1¼	....	V	.....	1¼	....	1½	.....	....	F	.....	.....	¼	4	.....	.....	¼	4	99	.....	.....	.....	.....
Fisher Fast Freight	3	¼	....	....	V	13	1½	10	1½	44⅛	1½	F	16	2¼	¼	2	8	2	¼	2	120	79	211	32	10½
Ford T-1	3	⅛	1.06	1 ⅞	H	4	2	2¾	1¾	26 ⅞	1⅛	R	23⅜	1⅛	⅞	1	12	1⅛	⅞	2	60	.....	123	23	9⅛
Front Drive FT-1½	4	¼	1	⅞	V	13¾	1¾	17	1⅜	33	2	F	13	4	¼	4	15	4	¼	4	132	98	204	34	10⅛
Fulton C-2	4	⅞	1⅛	1½	H	13	2	15	2	37½	1½	F	50½	3	⅞	1	25	2¾	⅞	1	120	73	215½	34	10
Fulton A-1	4	⅞	1⅛	1½	H	13	2	15	2	37½	1½	F	48	2½	⅞	1	47½	2¼	⅞	1	106	60	192	33¾	12
Fulton C-2	4	⅞	1⅛	1½	V	9¾	2	10	1¼	35½	1½	F	50½	3	⅞	1	25	2¾	⅞	1	120	73	215½	34	10
F. W. D. B-3	3	¼	1 ⅜	1½	V	4	2	5	1½	40	1⅞	F	27	3½	¼	1	43	2¾	¼	2	148	97	200	36	9¼
Garford 15-1	4	⅞	1	....	V	.....	.....	.....	.....	34	1½	F	11	2½	¼	4	11	2½	¼	4	96	61	187	34	11
Garford 30-1½	4	⅞	1¼	....	V	.....	.....	.....	.....	31½	⅝	R	11¾	3¼	¼	4	11¾	3¼	¼	4	120	71	220	34	9
Garford 50-2½	4	¼	1¼	....	V	.....	.....	.....	.....	38⅜	⅜	R	13 ⅞	3½	¼	4	13 ⅞	3½	¼	4	144	82	246	34	7
Garford 80-4	4	¼	1¼	....	V	.....	.....	.....	.....	39	2	F	15⅝	3¾	¼	4	15⅝	3¾	¼	4	150	88½	251	36	7
Garford 68D-5	4	¼	1½	....	V	.....	.....	.....	.....	39¼	⅝	R	17¾	4	¼	4	17¾	4	¼	4	150	88½	251	36	10
Garford 151-A-5	4	¼	1½	....	V	.....	.....	.....	.....	39¼	⅝	R	10½	4	⅜	2	21⅝	4	¼	4	150	88½	251	36	11
Gary WLD-1	4	⅞	1	⅜	V	.....	2	....	....	.....	1	F	11½	3	¼	4	11½	3	¼	4	97⅜	.....	.....	34	11½
Gary G15-1½	4	¼	1¼	⅜	V	13½	2	12	1¼	32	1¼	F	12	3¼	¼	4	12	3¼	¼	4	120	72	214	34	10⅝
Gary E25-2½	4	¼	1¼	⅜	V	10	2	12	1¼	36	2	F	13½	3½	¼	4	13½	3½	¼	4	120	76	214	34	10
Gary Y35-3½	4	¼	1¼	⅜	V	13	2	16½	1¼	36	2	F	15¾	3¾	¼	4	15¾	3¾	¼	4	148	86	247	36¾	10⅝
Gary B50-5	4	¼	1½	⅜	V	14	2	18	1⅜	....	2	F	18¼	4	¼	4	18¼	4	¼	4	168	99	275	39	10⅝
G.M.C. K-41	4	¼	1¼	1⅜	V	10	1¾	9½	1¾	35¾	⅜	V	13	3½	¼	4	13	3½	¼	4	Opt	Opt	Opt	33	9½
G.M.C. K-71	4	¼	1¼	1⅜	V	11¾	1¾	9½	1¾	35¾	⅜	V	15½	3¾	¼	4	15½	3¾	¼	4	Opt	Opt	Opt	38	10¼
G.M.C. K-101	4	¼	1¼	1⅜	V	11¾	1¾	9½	1¾	35¾	⅜	V	17¾	4	¼	4	17¾	4	¼	4	Opt	Opt	Opt	38	9¾
G.M.C. K-17	4	⅛	1¼	1⅜	V	10½	1⅞	....	1⅜	33½	⅜	R	14¼	2⅜	⅞	3	46¾	2⅛	⅞	1	101	57	199½	34¼	8 ⅜
G.M.C. K-32	4	⅛	1¼	1⅜	V	10½	1⅞	....	1⅜	33½	⅜	R	14¼	2⅜	⅞	3	46¾	2⅛	⅞	1	123	75	221	34⅜	9 ⅜
Gotfredson 20-B-1	4	⅞	1	1	V	10¼	1¾	10½	1¼	32⅛	1½	F	42¼	3¼	⅞	1	11	2	⅞	2	86 ⅞	56 ⅜	181¼	32½	8⅛
Gotfredson 30-1½	4	⅞	1	1	V	10¼	1¾	10½	1¼	32⅛	1½	F	11¾	3¼	⅞	4	.....	.....	.....	.....	118 ⅞	69 ⅜	213¼	32½	.....
Gotfredson 41-2	4	¼	1¼	1¼	V	8½	1¾	4	1¼	36¼	2	F	11¾	3¼	⅞	4	.....	.....	.....	.....	119 ⅞	67 ⅜	216⅝	32	.....
Gotfredson 60-3	4	¼	1¼	1¼	V	11	2	16¼	1¼	41	1¾	F	11¾	5	⅞	2	13½	3¼	¼	4	127	81 ⅞	218½	33	.....
Gotfredson 80-4	4	¼	1¼	1¼	V	14	2	18	1¼	43	2	F	11¾	7	⅞	2	15½	3¾	¼	4	147	88¾	242⅝	35	8 ⅜
Gotfredson 100-5	4	¼	1½	1 ⅛	V	14	2	19	1½	43	2	F	12¾	7	⅞	2	18¼	4	¼	4	156	93	256½	38	10⅞
Graham Bros. BB-1	....	....	....	....	....	....	....	....	....	....	....	....	41¾	2	⅞	2	41¾	2	⅞	2	86 ⅜	46 ⅜	192⅝	34	.....
Graham Bros. CB&MB-1½	....	....	....	....	....	....	....	....	....	....	....	....	41¾	2¼	⅞	2	41¾	2¼	⅞	2	96 ⅜	56 ⅜	202⅝	34	.....
Graham Bros. LB&FB-1½	....	....	....	....	....	....	....	....	....	....	....	....	41¾	2¼	⅞	2	41¾	2¼	⅞	2	132 ⅜	74 ⅛	238⅝	34	.....
Gramm-Bernstein 10 Sp'd-1	3	⅞	1	1½	V	12	2¼	14½	2¼	29	1	F	48	2	⅞	2	26	2	⅞	1	97	54	180	30 ½	.....
Gramm-Bernstein 15-1½-2	3	⅞	1	1½	V	10¼	2	6	2	39	1¼	F	48½	2	⅞	2	45⅞	1½	⅞	2	120	74	205 ⅜	32	.....
Gramm-Bernstein 65-1½-2	3	⅞	1	1½	V	10¼	2	6	2	39	1¼	F	19¾	1¾	⅞	4	19¾	1¾	⅞	4	120	74	205 ⅜	32	.....
Gramm-Bernstein 125-2¼	3	⅞	1¼	1½	V	4½	1½	12	1½	32	2	F	8	5	¼	2	45	2	⅞	4	126	77¾	214	32	.....
Gramm-Bernstein 30-3	3	¼	1¼	1½	V	11	1½	9	1½	33¾	2	F	22¾	2¼	¼	4	22¾	2¼	¼	4	129¾	81¾	226¾	36	.....

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	★ Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Gramm-Bernstein 75P–3½	3	¼	1¼	1½	V	11	1½	9	1½	33¾	2	F	22¾	2¼	¼	4	22¾	2¼	¼	4	129¾	.....	.....	36	.....
Gramm-Bernstein 40–4	3	¼	1¼	1½	V	11	1½	9	1½	33¾	2	F	28¾	2¾	¼	4	28¾	2¾	¼	4	144	87¾	240¾	36	.....
Gramm-Bernstein 50–5–6	3	¼	1½	1¾	V	23¼	2	13¾	1 7/8	40¾	2	F	32 11	2¾	¼	4	32 11	2¾	¼	4	132	97	263½	36	.....
Grass Premier 40A	3	¼	1	1½	V	12	2¼	14½	2¼	29	1	F	22½	1¼	¼	4	48	2½	¼	2	98	70	192	31	.....
Grass Premier 60A1½	4	11	1¼	1½	V	14	2½	16	2½	.....	.....	...	48½	2	¼	2	47	1½	¼	2	108	66	204	31	.....
Grass Premier 70A2½	4	11	1¼	1½	V	14	2½	16	2½	.....	.....	...	.....	.....	.....	...	.....	.....	.....	...	120	.....	214	31	.....
Grass Premier 90A3½	3	11	1½	1¾	V	11	1½	11	1½	40	1½	F	15⅜	3¾	¼	4	15¾	3¾	¼	4	95	83	192	35	.....
G. W. W Super	3	¼	1¼	1¾	V	8	1¾	17½	1¼	37½	1¼	F	49	2½	¼	2	47	1½	¼	2	89	72	192	32	11¾
Harvey WOA–2	4	¼	1¼	1 11	V	11	2	14	1¼	35⅝	2	F	45	2	¼	2	45	2	¼	2	139	87	242¼	32	10
Harvey WFB–2½	4	¼	1¼	1 11	V	11	2	14	1¼	35⅝	2	F	50	2¼	¼	2	50	2¼	¼	2	139	87	242¼	32	10
Harvey WTT–6	4	¼	1¼	1 11	V	7	2	14	1½	36	2	F	50	2¼	¼	2	50	2¼	¼	2	83	52	186¼	32	10
Harvey WHB–3½	4	¼	1¼	1 11	V	12	2	14	1¼	36½	2	F	13	3½	¼	4	13	3½	¼	4	151¾	85¾	258⅛	35	9
Harvey WFT–6	4	¼	1¼	1 11	V	11	2	14	1¼	36½	2	F	20¾	4	¼	4	20¾	3	¼	4	84	52	189	32	10
Harvey WFC–2½	4	¼	1¼	1 11	V	7	2	14	1½	36	2	F	50	2¼	¼	4	50	2¼	¼	2	139	87	242¼	32	10
Harvey WHT–10	4	½	1½	1 11	V	12	2	14	1¼	36½	2	F	13	3½	¼	4	13	3½	¼	4	86	52½	191⅛	35	9
													20¾	4	¼	4	20¾	3	¼	4					
Indiana 15–1½	3	¼	1¼	.....	.....	17	1¼	14	1¼	38½	1	F	19	2	1	4	19	2	1	4	114	67	213¼	34	10¼
Indiana 20–2	3	¼	1¼	.....	.....	6	1¼	13	1¼	26⅜	1½	F	22¼	2¼	¼	4	22¼	2¼	¼	4	126	74½	226½	33	10¼
Indiana 25–2½	3	¼	1¼	.....	.....	6	1¼	13	1¼	26⅜	1½	F	22¼	2¼	¼	4	22¼	2¼	¼	4	138	81	229	33	9¾
Indiana 35–3½	3	¼	1¼	.....	.....	6	1¼	13	1¼	26⅜	1½	F	20¾	.....	¼	4	20¾	.....	¼	4	139	79¾	244¾	34½	8¾
Indiana 51–5	3	¼	1½	.....	.....	10	1½	17½	1½	40½	1¾	F	65	3	⅜	2	65	3	⅜	2	152¼	87	260	37½	10½
																					88	.....	.....	34	.....
Inter'l S–2000 lbs.–Sp. Tr	3	¼	1¼	1¼	V	9¾	2¼	17¾	2¼	30¼	1	F	38	2	1	2	36	2	1	2	101¾	57¼	194¾	34	11½
International 33–3000 lbs	4	¼	1¼	1¾	V	6¼	2½	6½	2½	43½	1½	F	43¾	2¼	1	2	43¾	2¼	1	2	109	59¼	202	32½	11½
International 43–4000 lbs	4	¼	1¼	1¾	V	6¼	2½	6½	2½	43½	1½	F	50⅝	2¼	1	2	50⅝	2¼	1	2	116	67⅝	213⅞	34	11¾
International 63–6000	4	¼	1¼	1¾	V	9	2½	14½	2	46	1¾	..	50⅝	2¼	1	2	50⅝	2¼	1	2	146	87⅝	244	34	12¾
International 103	4	¼	1¼	1¾	V	9	2½	6¼	3	51	1¾	F	.....	.....	.....	...	.....	.....	.....	...	.....	.....	.....	.....	.....
Kelly-Springfield K70–1½–2	4	¼	1¼	1 11	V	12¼	1½	16	1½	41⅜	1½	F	17⅜	2¾	1	4	17⅜	1⅞	1	4	132	81	230	34	10
Kelly-Springf'd K41–3½–5	4	¼	1¼	1 11	V	6¼	1⅝	24	1½	59⅝	1	V	3	4½	¼	12	58	2½	1	2	144	87	248	36	9½
Kelly-Springf'd K61–5 to 7	4	¼	1¼	1 11	V	6¼	1⅝	24	1½	59⅝	1	V	3	4½	¼	12	58	2½	1	2	144	87	248	36	9½
Kelly-Springfield K-75-2½	4	¼	1¼	1 11	V	7	1½	13	1½	41⅜	1½	F	3	4½	¼	12	21¼	2½	1	4	138	85	238	34	9½
Kelly-Springfield K-76-2½	4	¼	1¼	1 11	V	7	1½	13	1½	41⅜	1½	F	17⅜	2⅜	1	4	17⅜	1⅞	1	4	138	85	238	34	9¾
Kenworth O–1	4	⅛	1	.....	H	12½	1¼	18½	1¼	31	1½	F	18	2	1	4	18	2	1	4	120	77½	207½	.....	.....
Kenworth M–2	4	¼	1¼	.....	H	12½	2	17	1½	37	2	F	22¼	2¼	¼	4	22¼	2¼	¼	4	122	74	218	.....	.....
Kenworth KS–3	4	¼	1¼	.....	H	11½	2	17	1½	36	2	F	22¼	2¼	¼	4	22¼	2¼	¼	4	136	83	233	.....	.....
Kenworth L–4	4	¼	1¼	.....	H	11½	2	17	1½	36	2	F	20¾	4	¼	4	20¾	3	¼	4	150	89	243	.....	.....
Kenworth RS–5	4	¼	1½	.....	H	10	2	15	1½	37½	1½	F	20¾	4	¼	4	20¾	3	¼	4	160	96	250	.....	.....
King Zeitler 1	4	¼	1	1	V	11	1½	16	1½	40	1¼	F	68¾	3	¼	2	68¾	3	¼	2	160	96	250	.....	.....
King Zeitler 1½	4	¼	1	1	V	11	1½	16	1½	40	1¼	F	11½	3¼	¼	4	11½	3¼	¼	4	Opt	Opt	Opt	32	10½
King Zeitler 2½	4	¼	1	1	V	12	1½	16	1½	41	1½	F	12¼	3¼	¼	4	12¼	3¼	¼	4	Opt	Opt	Opt	32	10
King Zeitler 3½	4	¼	1¼	1	V	12	1½	16	1½	42	1½	F	13½	3½	¼	4	13½	3½	¼	4	Opt	Opt	Opt	36	10¾
King Zeitler 5	4	¼	1½	1	V	14	2	22	2	42	1½	F	16	3¾	¼	4	16	3¾	¼	4	Opt	Opt	Opt	36	10¾
													18	4	¼	4	18	4	¼	4					
Kissel 1 Ton	3	⅛	.....	1¼	.....	12¼	1¾	10	1½	46¾	2	F	11	3	¼	4	12	3¼	¼	4	102	58½	201	34	.....
Kissel Utility 1½	3	⅛	.....	1¼	.....	12¼	1¾	10	1½	46¾	2	F	19	2	¼	4	12	3¼	¼	4	120	70½	219	34	.....
Kissel Freighter 2	3	⅛	.....	1¼	.....	12¼	1¾	10	1½	49	2	F	14	3½	¼	4	14	3½	¼	4	144	80	243	34	.....
Kissel Heavy Duty 4	3	⅛	.....	1¼	.....	13¾	1¾	10	1½	52¼	2	F	56	2½	1	2	56	2½	1	2	156	94¾	251¼	36	.....
Kleiber 1½	4	¼	1¼	.....	V	11	1½	13	1½	45½	1⅜	F	13	3¼	¼	4	13	3¼	¼	4	114	.....	.....	34	.....
Kleiber 2½	4	¼	1½	.....	V	12	1½	14	1½	47½	1⅜	F	14	3½	¼	4	14	3¼	¼	4	150	.....	.....	34	.....
Kleiber 3½	4	¼	1¾	.....	V	13	1½	14½	1½	47½	1⅜	F	16	3¾	¼	4	16	3¾	¼	4	156	.....	.....	38	.....
Kleiber 5	4	¼	1¾	.....	V	14	1½	15	1½	48½	1¾	F	16	3¾	¼	4	16	3¾	¼	4	156	.....	.....	38	.....
													18	4	¼	4	18	4	¼	4	171	.....	.....	38	.....
Krebs J–24	4	¼	1	⅛	V	8	1½	17	1½	42	1½	F	11¼	2½	¼	4	11¼	2½	¼	4	119	64	214	33	10¾
Krebs 50	4	¼	1¼	⅛	V	10	1½	17	1½	42	1½	F	13½	3½	¼	4	13½	3½	¼	4	122	60	222	33	9
Krebs K–45	4	¼	1¼	⅛	V	10	1½	17	1½	42	1½	F	12	3¼	¼	4	12	3¼	¼	4	122	60	222	33	10
Krebs 80	4	¼	1¼	⅛	V	11	1½	17	1½	44	2	F	13½	3½	¼	4	13½	3½	¼	4	131	80	234	33¼	9
Krebs L–75	4	¼	1¼	⅛	V	11	1½	17	1½	44	2	F	13½	3½	¼	4	13½	3½	¼	4	131	80	234	33¼	9
Krebs 100	4	¼	1¼	⅛	V	11	1½	17	1½	44	2	F	16	3¾	¼	4	16	3¾	¼	4	131	87	234	38	10
Krebs L–110	4	¼	1¼	⅛	V	11	1½	17	1½	44	2	F	16	3¾	¼	4	16	3¾	¼	4	131	87	234	38	10
Krebs 130	4	¼	1½	⅛	V	11	1½	17	1½	44	2	F	16	3¾	¼	4	16	3¾	¼	4	126	92	234	38	10
Krebs B–120	4	¼	1½	⅛	V	11	1½	17	1½	44	2	F	16	3¾	¼	4	16	3¾	¼	4	126	92	234	38	10
Lange F–3½	4	¼	1	1 11	V	4	1½	14	1½	45	1½	F	13¾	3¾	¼	4	13¾	3¾	¼	4	159	104	251½	37	9½
Lange E–2½	4	¼	1	1⅛	V	7	1½	14	1½	42	1½	F	11½	3½	¼	4	11½	3½	¼	4	139	85	229	33	10
Lange G–1½	4	¼	1	1⅛	V	5½	1½	13	1½	40	1¼	F	12	3¼	¼	4	12	3¼	¼	4	114	73	205	33	9¾
Larrabee X2–1–1¼ Ton	3	⅛	1	1¼	V	6	1¼	14	1¼	34	1¼	F	50	2	¼	2	50	2	¼	2	108	59	205	34	11
Larrabee J4–1½–2¼ Ton	4	⅛	1	1¼	V	6½	1¼	10	1½	41	1¼	F	19	2	¼	4	19	2	¼	4	108	67½	199	34	10½
Larrabee K5–2½–3½ Ton	4	¼	1¼	1¾	V	6	1½	11	1½	45½	1½	F	21	2¼	¼	4	21	2¼	¼	4	Opt	Opt	Opt	34	9¾
Larrabee L4–3½–4½ Ton	4	¼	1¼	1¾	V	6	1½	11	1½	45½	1½	F	21	4	¼	4	21	3	¼	4	Opt	Opt	Opt	36	9
LeMoon GP–1	4	¼	1¼	⅛	V	12	1⅜	10	1⅜	44	1½	F	11½	2½	¼	2	11½	2½	¼	2	65	.....	.....	.....	11
LeMoon GP–1½	4	¼	1¼	⅛	V	12	1⅜	10	1⅜	44	1½	F	11½	3	¼	2	11½	3	¼	2	Opt	.....	.....	.....	11
LeMoon GP–2	4	¼	1¼	⅛	V	12	1⅜	10	1⅜	44	1½	F	12	3¼	¼	2	12	3¼	¼	2	Opt	.....	.....	.....	11
LeMoon G–3	4	¼	1¼	⅛	V	12	1⅜	10	1⅜	44	1½	F	13½	3½	¼	2	13½	3½	¼	2	Opt	.....	.....	.....	11
LeMoon G–4	4	¼	1¼	⅛	V	12	1⅜	10	1⅜	44	1½	F	16½	3¾	¼	2	16½	3¾	¼	2	Opt	.....	.....	.....	11
LeMoon G–5	4	¼	1¼	⅛	V	12	1⅜	10	1⅜	44	1½	F	18	4	¼	2	18	4	¼	2					
Maccar EX–1¼	3	⅛	1¼	⅜	V	4½	1½	15	1½	35½	1¼	F	50	2	⅛	2	48	2	⅛	2	101⅝	68	192½	37	9½
Maccar V–1, 2	4	¼	1¼	⅜	V	4	1¾	19	1½	35	2	F	11⅝	3¼	¼	4	11⅝	3¼	¼	4	138¾	79¾	243⅜	34	10½
Maccar H–1, 3	4	¼	1¼	⅜	V	4	1¾	19	1½	35	2	F	13	3½	¼	4	13	3½	¼	4	138¾	79¾	243⅜	34	9½
Maccar M–2, 4	4	¼	1¼	⅜	V	4	1¾	19	1½	35	2	F	14¾	3¾	¼	4	14¾	3¾	¼	4	156¾	91¾	263½	34	8½
Maccar G–1 5	4	¼	1½	⅜	V	8	1¾	16½	1¾	40¾	2	F	18	4	¼	2	18	4	¼	2	163⅞	99⅞	278	37½	10
Mack AB–1½,2,2½–T–Ch	3	⅛	1¼	1⅜	V	7½	1¼	5⅜	1¼	36⅜	1¼	F	11⅝	4	¼	2	16½	2½	¼	4	Opt	.....	.....	33¼	.....
Mack Dual R'd'n–1½,2,2½	3	⅛	1¼	1⅜	V	7½	1¼	5⅜	1¼	36⅜	1¼	F	18¾	3½	¼	2	12	6	¼	2	Opt	.....	.....	33¼	.....
Mack AB–Tractor–5	3	⅛	1½	1⅜	V	7½	1¼	5⅜	1¼	36⅜	1¼	F	11⅝	4	¼	2	16½	2½	¼	4	Opt	.....	.....	33¼	.....
Mack AC–3½,5,6½,7½	3	¼	1½	1⅜	V	5	1⅜	3¼	2	.....	...	...	11⅝	4	¼	4	20½	3½	¼	4	Opt	.....	.....	37½	.....
Mack AC–Trac.–7,10,13,15	3	¼	1½	1⅜	V	5	1¾	3¼	2	.....	...	...	16⅛	3	¼	4	20½	3½	¼	4	Opt	.....	.....	37½	.....
Mason Road King	3	¼	1¼	.....	V	11⅝	2	14⅛	1½	.....	1½	F	16⅛	3	¼	4	20½	3½	¼	4	Opt	.....	.....	37½	.....
													42	2¾	1	1	40⅝	2¾	1	1	130	76	212	30	10
Master 22–1½	4	¼	1¼	1 11	V	13½	2	12½	1¼	30½	1	F	12	3¼	¼	2	12	3¼	¼	2	Opt	.....	.....	34½	.....
Master 41–2½	4	¼	1¼	1 11	V	13½	2	12½	1¼	31	1¼	F	13¼	3½	¼	2	13¼	3½	¼	2	117⅓	.....	.....	34	.....
Master 51–3½	4	¼	1½	1 11	V	13½	2	15	1¼	35	2	F	16	3¾	¼	2	16	3¾	¼	2	147¾	.....	.....	36¾	.....
Master 61–5	4	¼	1½	1 11	V	13½	2	15	1¼	35	2	F	13¼	4	¼	2	18	4	¼	2	162⅞	.....	.....	36¾	.....
Master 64–5–6	4	¼	1½	1 11	V	13½	2	15	1½	37	2	F	13¼	4	¼	2	18	4	¼	2	162⅞	.....	.....	39	.....
Menominee Hurryton –1	3	¼	1¼	1¾	V	6	1½	12	1¼	40	1¼	F	48	2½	¼	2	11	2½	¼	2	102	.....	197	33	10½
Menominee H–1½	3	¼	1¼	1¾	V	6	1½	12	1¼	40	1¼	F	47	2½	¼	2	.....	.....	.....	...	122	.....	216	32	10½
Menominee D–2	3	¼	1¼	1¾	V	3	1¾	3	1½	37¾	2	F	13½	3½	¼	2	33¼	2½	¼	2	146	.....	224	32	10½
Menominee HT–1¾	3	¼	1¾	1¾	V	6	1½	12	1¼	33¾	1¼	F	47	2½	¼	2	33¼	2½	¼	2	102¾	.....	192	32	10½

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter *	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Moreland RR-1	3	1/4	1	1 1/4	V	8	1 1/2	11 1/4	1 1/2	34	1 3/4	F	49	2 1/2	1/4	2	46	2 1/2	1/4	2	108	56 1/4	208 3/8	34	.....
Moreland BX-1 1/2	3	1/4	1	1 1/4	V	8	1 1/2	11 1/4	1 1/2	34	1 3/4	F	12	3 1/4	1/4	4	12	3 1/4	1/4	4	108	56 1/4	208 3/8	34	.....
Moreland EX-2	3	1/4	1 1/4	1 1/2	V	9	1 1/2	14	1 1/2	42	1 3/4	F	12	3 1/4	1/4	4	12	3 1/4	1/4	4	132	79 1/2	226 1/4	34	.....
Moreland AX-3	3	1/4	1 1/4	1 1/2	V	9	1 1/2	13	1 1/2	42	1 3/4	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	174	101 1/4	253	34	.....
Moreland RX-5	4	1/4	1 1/2	1 3/4	V	8	1 1/2	14 1/2	1 1/2	42	2	F	15 1/2	3 3/4	1/4	4	15 1/2	3 3/4	1/4	4	192	115 3/4	271	38	.....
Moreland RC-Bus	3	1/4	1	1 1/4	H	8	1 1/2	11 1/4	1 1/2	24	1 1/2	F	49	2 1/2	1/4	2	46	2 1/2	1/4	2	156	100	256	34	7
Moreland EC-Bus	3	1/4	1 1/2	1 1/2	H	9	1 1/2	13	1 1/2	42	1 1/2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	152	102	254	34	8
Moreland AC-Bus	3	1/4	1 1/4	1 1/2	H	9	1 1/2	13	1 1/2	42	1 1/2	F	15 1/2	3 3/4	1/4	4	15 1/2	3 3/4	1/4	4	171	114 1/4	271	44	7
Nash 2018-1-1 1/2	4	1/4	1 1/4	1 1/4	....	3	1 1/2	7 3/4	1 1/4	36	1	F	49 1/8	2	1/4	2	20 1/4	2 1/2	1/4	1	104 1/2	61	193	30 1/2	9 1/4
Nash 3018-2-2 1/2	4	1/4	1 1/4	1 1/4	....	3	1 1/2	.....	.....	44	1	F	50 5/8	3	1/4	2	20 1/4	2 1/2	1/4	1	118 1/4	65	207	31 5/8	9 1/4
Nash 4017-2-2 1/2	3	1/4	1 1/4	1 1/4	....	7	1 1/2	.....	.....	44	2	F	49 1/2	2 1/2	1/4	4	25 1/4	2	1/4	1	117 1/2	85 1/2	202 1/2	38 1/2	14 1/4
National M	4	1/4	1	1/4	V	16	2 1/2	15	2 1/2	40	1 1/2	F	12	3 1/4	1/4	4	12	3 1/4	1/4	4	116	65	208	34	9 1/2
National T	3	1/4	1 1/4	1/4	V	12	1 1/2	18	1 1/2	40	1 3/4	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	123 1/2	80 1/2	220	34	9 1/4
National NB-3 1/2	3	1/4	1 1/2	1/4	V	10	1 1/2	17	1 1/2	40	1 3/4	F	16	3 3/4	1/4	4	16	3 3/4	1/4	4	142	91	243	36	8 1/4
Netco DK-2	3	1/4	1 1/4	1 1/4	V	12	1 1/2	16	1 1/4	40 1/8	1 1/2	F	13 1/4	3 1/2	1/4	4	13 1/4	3 1/2	1/4	4	142	94	234 1/2	34 1/4	9
Netco HL-2 1/2-3	3	1/4	1 1/2	1 1/4	V	13	1 1/2	16	1 1/4	41 1/4	1 1/2	F	13 1/4	3 1/2	1/4	4	13 1/4	3 1/2	1/4	4	139 1/2	93 1/2	234 1/2	34 1/4	9
Noble A-76-1 1/2	4	1/4	1	1 1/4	V	10	1 1/4	12 1/2	1 1/4	33 1/2	1 1/2	F	47	2 1/2	1/4	2	45	2 1/2	1/4	2	100	58	191	34	.....
Noble A-21-1 1/2	4	1/4	1	1 1/4	....	10	1 1/4	12 1/2	1 1/4	33 1/2	1 1/2	F	19	2	1/4	2	19	2	1/4	2	102	74	203	34	.....
Noble B-31-2	4	1/4	1	1 1/4	....	7	1 1/8	16 1/2	1 1/4	34 1/4	1 1/8	F	43	2	1/4	2	43	2	1/4	2	126	80	221	34	.....
Noble D-52-3	4	1/4	1 1/4	1 1/4	....	9	2	12	1 1/4	34 1/4	1 7/8	F	21	2 1/4	1/4	4	21	2 1/4	1/4	4	.....	101	207	34	.....
Noble E-72-4	4	1/4	1 1/4	1 1/4	....	14 1/2	2	16	1 1/4	34 1/4	1 7/8	F	57	2 1/2	1/4	2	57	2 1/2	1/4	2	.....	114	218	36	.....
Northway B-2-2	3	1/4	1 1/4	1 3/4	V	5 1/4	2 1/4	13 7/8	1 1/4	46 1/2	5/8	V	50 1/2	2 1/4	1/4	2	50 1/2	2 1/4	1/4	2	133	62	223 1/2	33	9
Northway B-3-3 1/2	3	1/4	1 1/4	1 3/4	V	5 1/4	2 1/4	13 7/8	1 1/4	46 1/2	5/8	V	54	2 1/2	1/4	2	54	2 1/2	1/4	2	173	92	253 1/4	34 5/8	11
Ogden A-2-1	3	1/4	1	1	H	12	2	6	2	44	3/4	V	11	2 1/2	1/4	4	11	2 1/2	1/4	4	108	56	186	33 1/4	10 1/2
Ogden D-1 1/2	3	1/4	1	1	V	13	2	12	2	44	3/4	V	10 1/2	3	1/4	4	10 1/2	3	1/4	4	120	.....	.....	33 1/4	....
Ogden E-2 1/2	3	1/4	1 1/4	2	V	10	1	14	1	30	1 1/4	F	52	2 1/4	1/4	1	52	2 1/4	1/4	1	144	.....	.....	33 1/4	....
Ogden F-3 1/2	3	1/4	1 1/4	2	V	11	1/2	16	1 1/2	36	1 1/2	F	15 5/8	3 3/4	1/4	4	.....	3/8	3 3/4	4	168	.....	.....	37	.....
Ogden G-5	3	1/4	1 1/2	3	V	9	2	18	2	40	2	F	11	6	1/4	2	25	4	1/2	4	168	.....	.....	37	.....
Oshkosh AW-2	3	1/4	1 1/4	1 1/2	H	16	2	17	2	33 1/4	1 1/4	F	23 5/8	3 1/2	1/4	1	43 1/2	2 1/2	1/4	2	108	75 5/8	189	34	.....
Oshkosh AAW-2	3	1/4	1 1/4	1 1/2	H	16	2	17	2	33 1/4	1 1/4	F	23 5/8	3 1/2	1/4	1	43 1/2	2 1/2	1/4	2	144	110 5/8	224	34	.....
Oshkosh BO-2 1/2	4	1/4	1 1/4	1 3/4	V	9 3/4	1 1/2	12	1 1/2	36 1/2	2	F	23 5/8	4 1/2	3/8	1	43 1/2	2 1/2	1/4	2	125	85 1/2	211	34	.....
Oshkosh BBO2 1/2	4	1/4	1 1/4	1 3/4	V	9 3/4	1 1/2	12	1 1/2	36 1/2	2	F	23 5/8	4 1/2	3/8	1	43 1/2	2 1/2	1/4	2	144	104 1/2	230	34	.....
Overland 1/2	4	1/4	1 1/4	1 3/8	H	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31 1/4	29	127 1/4	26	9 1/2
Patriot 7R-1	3	1/4	1 1/4	3/8	H	8	2	9	2	39	1/4	F	40 1/2	1 3/4	1/4	1	40 1/2	1 3/4	1/4	1	93	56	184	33 1/4	11 1/4
Patriot 9-L-2	3	1/4	1 1/4	3/8	V	6	1 1/4	8	1 1/2	37	1 3/4	F	40 1/2	1 3/4	1/4	1	40 1/2	1 3/4	1/4	1	113	65	207	34	10
Patriot 11W-3	3	1/4	1 1/4	3/8	V	11	1 1/2	10	2	39	2	F	58	2 1/2	1/4	1	43	2 1/2	1/4	1	150	82	246	34	10
Penn 1	4	1/4	1 1/4	1 3/8	H	12	2 1/8	7 3/4	2 1/8	33 3/4	7/8	F	40	1 1/2	1/4	4	40	1 1/2	1/4	4	89	52	178	34	9 1/2
Penn 2	3	1/4	1	....	V	8	2 1/8	8	2 1/8	38	1	F	50 1/2	3	1/4	1	46 3/4	2	1/4	1	124	80	214	38	12
Pierce Arrow XA-2	3	1/4	1 1/4	1 5/8	V	16 3/8	2 3/8	14 1/4	2 1/8	43 1/2	1 1/2	F	15 1/8	3 3/4	1/4	4	15 1/8	3 3/4	1/4	4	125 1/4	70 1/8	225	34 1/2	8 1/2
Pierce Arrow XB-3	3	1/4	1 1/4	1 5/8	V	16 3/8	2 3/8	14 1/4	2 1/8	43 1/2	1 1/2	F	15 1/8	3 3/4	1/4	4	15 1/8	3 3/4	1/4	4	125 1/4	70 1/8	225	34 1/2	8 1/2
Pierce Arrow WC-4	3	1/4	1 1/4	1 7/8	V	11	2 3/8	15 1/2	2 1/8	43 1/2	1 1/2	F	9 1/8	6	1/4	2	18	4 3/4	1/2	4	133 1/4	78 3/4	237	38 1/2	7 1/8
Pierce Arrow RD-5-6	3	1/4	1 1/4	1 7/8	V	11	2 3/8	15 1/2	2 1/8	43 1/2	1 1/2	F	9 1/8	6	1/4	2	20 7/8	4 3/4	1/2	4	139 1/4	84 3/4	243	38 1/2	8 1/4
Pierce Arrow RF-7 1/2	3	1/4	1 1/4	1 7/8	V	16 3/8	2 3/8	15 1/2	2 1/8	43 1/2	1 1/2	F	9 1/8	6	1/4	2	20 7/8	4 3/4	1/2	4	139 1/4	84 3/4	243	38 1/2	8 1/4
Pierce Arrow XB-TT	3	1/4	1 1/4	1 5/8	V	16 3/8	2 3/8	14 1/4	2 1/8	43 1/2	1 1/2	F	15 1/2	3 3/4	1/4	4	15 1/8	3 3/4	1/4	4	77 1/4	48 1/8	172 1/2	34 1/2	8 1/4
Pierce Arrow RD-TT	3	1/4	1 1/4	1 7/8	V	11	2 3/8	15 1/2	2 1/8	43 1/2	1 1/2	F	9 1/8	6	1/4	2	18	4 3/4	1/2	4	77 1/4	48 3/4	173 5/8	38 1/2	7 1/8
Pierce Arrow RF-TT	3	1/4	1 1/4	1 7/8	V	11	2 3/8	15 1/2	2 1/8	43 1/2	1 1/2	F	9 1/8	6	1/4	2	20 7/8	4 3/4	1/2	4	77 1/4	48 3/4	173 5/8	38 1/2	8 1/4
Rainier R31-3/4	3	1/4	1	1/4	V	9	2	6	2	43 3/4	5/8	V	11	2 1/2	1/4	4	11	2 1/2	1/4	4	86 1/2	50 3/8	181	34	11 1/4
Rainier R29-1	3	1/4	1	1/4	V	9	2	6	2	43 3/4	5/8	V	11	2 1/2	1/4	4	11	2 1/2	1/4	4	96 1/2	57 3/8	190 1/4	34	10 1/4
Rainier R36-1 1/2	4	1/4	1	1/4	V	8	1 1/2	14	1 1/2	40	1 1/4	F	11 3/4	3 1/4	1/4	4	11	3 1/4	1/4	4	111	72 1/4	206 1/2	34	9 1/4
Rainier R28-2-2 1/2	4	1/4	1 1/4	1/4	V	9 1/2	1 1/2	14	1 1/2	42	1 1/4	F	20	2 1/4	1/4	4	20	2 1/4	1/4	4	124 3/4	80 1/2	225	33	9 1/2
Rainier R20-2 1/2-3	4	1/4	1 1/4	1/4	V	9 1/2	1 1/2	14	1 1/2	42	1 1/4	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	137 1/2	85 1/2	241 3/4	33	10
Rainier R25-3 1/2-5	4	1/4	1 1/4	1/4	V	9 1/2	1 1/2	14	1 1/2	42	1 1/4	F	15 1/2	3 3/4	1/4	4	15 1/2	3 3/4	1/4	4	157 1/2	91	263 1/8	37	8 1/4
Rainier R27-6-7	4	1/4	1 1/2	1/4	V	9 1/2	1 1/2	14	1 1/2	42	1 3/4	F	18	4	1/4	4	18	4	1/4	4	154 1/2	88	263 1/8	37	9 1/2
Reo F-2500 lbs	3	1/4	1	1 1/2	V	5 1/2	1	5 1/2	1	39 1/4	7/8	F	45 7/8	3	1/4	2	40 1/4	3	1/4	2	81 1/4	55 3/4	171	30	9 3/4
Rowe CDW-2 1/2	3	1/4	1 1/4	1/4	V	18	1 3/4	16	1 1/2	37	2	...	20	2 1/4	1/4	4	20	2 1/4	1/4	4	139 1/2	81 1/4	224 3/4	33	9 3/4
Rowe GSW-3	3	1/4	1 1/4	1/4	V	18	1 3/4	16	1 1/2	37	2	...	20	2 1/4	1/4	4	20	2 1/4	1/4	4	139 1/2	81 1/4	224 3/4	33	9 3/4
Rowe HW-4	3	1/4	1 1/4	1/4	V	18	1 3/4	16	1 1/2	37	2	...	22	4	1/4	4	22	3	1/4	4	163 1/2	99	249 1/2	36	9
Rowe FW-5	3	1/4	1 3/8	1/4	V	11	1 3/4	17	1 3/4	43	2	...	68	3	1/4	2	60	3	1/4	2	175 1/2	107 3/4	265	38 1/2	10 1/2
Ruggles 15-3/4	3	1/4	1	1/4	V	12 1/2	2	20	2	34 3/4	1 1/4	F	43 7/8	2	1/4	2	39	1 3/4	1/4	2	128	97 1/2	170	38 1/2	9 1/4
Ruggles 20R-1 1/4	3	1/4	1 1/4	1/4	V	7 1/2	2	13 1/2	1 1/4	35	1 1/2	F	48	2 1/2	1/4	2	46 5/8	2 1/4	1/4	2	96 5/8	55 3/8	186 3/4	34	11
Ruggles 20AR-1 1/4	3	1/4	1 1/4	1/4	V	7 1/2	2	13 1/2	1 1/4	35	1 1/2	F	48	2 1/2	1/4	2	46 5/8	2 1/4	1/4	2	104 1/2	65	194 3/4	34	11
Ruggles 40-2	3	1/4	1 1/4	1/4	V	7 1/2	2	13 1/2	1 1/4	35	1 1/2	F	47 1/2	2 1/2	1/4	2	33 1/4	2 1/2	1/4	2	134 1/4	75 1/2	224	34	8 1/4
Ruggles 40H-2 1/2	3	1/4	1 1/4	1/4	V	7 1/2	2	13 1/2	1 1/4	35	1 1/2	F	58	2 1/2	1/4	2	44	2 1/2	1/4	2	134 1/4	75 1/2	224	34	9 1/4
Rumely A-1 1/2-2	4	1/4	1 1/4	1/4	V	10 1/2	1 1/4	10 1/2	1 1/4	37	2	F	19 1/2	2	1/4	4	19 1/2	2	1/4	4	122	72	213	34	11
Sandow G-1	3	1/4	1 1/4	1	H	9	2	7	2	38 3/4	3/4	V	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	96	.....	205	34	10 1/2
Sandow C-G-1 1/2	3	1/4	1 1/4	1	H	9	2	7	2	38 3/4	3/4	V	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	120	.....	.....	34	10 1/2
Sandow J-2 1/2	3	1/4	1 1/2	1 1/4	V	7	1 1/4	13	1 1/4	39	7/8	F	11 3/4	3 1/2	1/4	4	11 3/4	3 1/2	1/4	4	Opt	.....	.....	32	10 1/2
Sandow M-3 1/2	3	1/4	1 3/4	1 1/4	V	9	1 1/2	13	1 1/4	40	7/8	F	13 1/2	4	1/4	4	11 3/4	3 1/2	1/4	4	Opt	.....	.....	37	11
Sandow L-5	...	...	...	...	...	...	...	...	...	...	...	...	13 1/2	4	1/4	4	11 3/4	3 1/2	1/4	4	Opt	.....	.....	37	11
Sanford W15-1 1/2	3	1/4	1	1	H	9	2 1/4	11	1 1/2	40	5/8	V	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	120	71 3/4	205 3/4	32	11
Sanford 25-2 1/2	3	1/4	1 1/4	1 1/4	V	8	1 1/2	11	1 1/2	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	144	109 1/2	238	35	9 3/4
Sanford 35-3 1/2	3	1/4	1 1/4	1 1/4	V	9	1 1/2	11	1 1/2	46	1 1/2	F	55 3/4	4	1/4	4	55 3/4	2 1/2	1/4	2	144	97 1/2	244	35	8 1/8
Sanford 50-5	3	1/4	1 1/4	1 1/4	V	9	1 1/2	11	1 1/2	46	1 1/2	F	65	2	1/4	2	65	2	1/4	2	144	97 1/2	244	35	10 1/2
Saurer 5AD-6 1/2	4	1/4	1 1/2	1 3/8	V	6	1 1/8	10	1 3/8	47 1/2	1 1/2	F	.....	.....	.....	.....	.....	.....	.....	.....	Opt	Opt	Opt	33 1/2	10
Schacht H-1 1/2	3	1/4	1 1/4	2	H	4 1/4	1 1/4	15	1 1/4	38	1 1/4	F	33	2 1/2	1/4	1	48	2 1/2	1/4	1	.....	.....	.....	31	.....
Schacht G-2-2 1/2-3	4	1/4	1 1/4	2	H	18	2	14	1 1/4	40	2	F	8 1/4	3	1/4	4	13 1/2	3 1/4	1/4	4	.....	.....	.....	35 3/4	...
Schacht G-4-5	4	1/4	1 1/4	2	H	18	2	14	1 1/4	40	2	F	8 1/4	3	1/4	4	15	4	3/8	4	.....	.....	.....	35 3/4	....
Selden 30C	4	1/4	1	1 1/4	V	6	1 1/2	11 1/2	1 1/2	41	1 1/4	F	11 1/4	3 1/4	1/4	4	11 1/4	3 1/4	1/4	4	114	71	198 1/2	34	....
Selden 50B	4	1/4	1	1 1/4	V	8 3/4	1 1/2	14 3/4	1 1/2	39 1/4	1 1/2	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	136	82	227 3/4	34	.....
Selden 52	4	1/4	1 1/4	1 1/4	V	8 1/2	1 1/2	16 1/4	1 1/2	40 3/8	2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	240	161	295	52	.....
Selden 53B	4	1/4	1 1/4	1 1/4	V	11 1/2	1 1/2	16 1/4	1 1/2	40 3/8	2	F	13	3 1/2	1/4	3	13	3 1/2	1/4	4	136	82	244	34	.....
Selden 70B	4	1/4	1 1/4	1 1/4	V	8 5/8	1 1/2	16 3/4	1 1/2	40 3/8	2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	155	91	253 1/4	37 1/2	.....
Selden 73B	4	1/4	.....	.....	V	9	1 3/4	14 3/4	1 1/2	40 3/8	2	F	.....	.....	.....	.....	.....	.....	.....	.....	155	91	.....	.....	.....
Selden 90B	4	1/4	1 1/2	1 1/4	V	7	1 3/4	16 3/4	1 1/2	40 3/8	2	F	17 1/8	4	1/4	4	17 1/8	4	1/4	4	153	89	256 1/4	37 1/2	.....

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	★ Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Service 25F-1	4	1/8	1	1/8	V	12½	1¾	10	1¼	32⅜	1½	F	20	2	1/8	4	20	2	1/8	4	106¾	65¾	203½	32	7¼
Service 34-1½	4	¼	1¼	1/8	V	8	1¾	10	1¼	38	¾	V	11¾	3¼	¼	4	11¾	3¼	¼	4	121	82¼	216½	34	10¾
Service 61-2½	4	¼	1¼	1/8	V	10	2	10	1¼	38	¾	V	13½	3½	¼	4	13½	3½	¼	4	127¾	92¼	226½	34	10
Service 81-3½	4	¼	1¼	1/8	V	10	2	11½	1¼	40¾	¾	V	15½	3¾	¼	4	15½	3¾	¼	4	144	100½	245¾	38	8½
Service 103-5	4	¼	1¼	1/8	V	10	2	11½	1¼	40¾	¾	V	18	4	¼	4	18	4	¼	4	144	100¾	245¾	38	10
Standard 75-1¼	3	1/8	1	1 1/8	V	10½	2 1/8	14¾	1 1/8	39¼	1¼	F	11¾	2½	¼	4	11¾	2½	¼	4	108	62½	198	32	9¾
Standard 1½K-1-1½	3	1/8	1	1 1/8	V	10½	2 1/8	14¾	1 1/8	39¼	1¼	F	10⅞	3	¼	4	10⅞	3	¼	4	120	72½	210	32	9⅞
Standard 2½K-2½-3	3	1/8	1¼	1 1/4	V	10	1⅞	16	1⅞	40⅞	1½	F	13 1/8	3½	¼	4	13 1/8	3½	¼	4	132	83	220⅜	32	12
Standard 3½K-3½-5	3	1/8	1¼	1 1/4	V	10	1⅞	16	1⅞	41½	1½	F	15⅝	3¾	¼	4	15⅝	3¾	¼	4	144	93¾	240	38	9½
Standard 5K-5-7	3	¼	1½	1 1/4	V	8	1⅞	3½	1⅞	42¼	1¾	F	17 1/4	4	¼	4	17	4	¼	4	144	93¾	244½	38	9
Sterling GB2	6	¼	1¼	¼	V	10	1½	18	1½	38	1½	F	15⅛	3¾	¼	4	15⅛	3½	¼	4	.....	.....	287	34	.....
Sterling GB4	6	¼	1½	¼	V	.....	1½	.....	1½	40½	1½	F	15⅛	3¾	¼	4	15⅛	3½	¼	4	.....	.....	287	34	.....
Sterling GB6	6	¼	1¼	¼	V	.....	1½	.....	1½	.....	.....	F	15⅛	3¾	¼	4	15⅛	3½	¼	4	.....	.....	318	34	.....
Sterling DW8	3	¼	1¼	¼	V	11½	1¼	.....	1¼	.....	.....	F	11 1/8	3¼	¼	4	11 1/8	3¼	¼	4	120	70	216	33½	.....
Sterling EW23	3	¼	1¼	¼	V	13½	1½	22	1½	40½	½	F	17¾	4	¼	4	17¾	4	¼	4	150	91	259	30	.....
Sterling DW10, DW12	3	¼	1¼	¼	V	10	1½	18	1½	38	1½	F	11 1/8	3¼	¼	4	11 1/8	3¼	¼	4	120	70	216	34	.....
Sterling DW14	3	¼	1¼	¼	V	10	1½	18	1½	38	1½	F	13⅜	3½	¼	4	13⅜	3½	¼	4	138	84	234	34	.....
Sterling EW23	3	¼	1¼	¼	V	13½	1½	22	1½	40½	1½	F	17¾	4	¼	4	17¾	4	¼	1	158	91	259	38	.....
Sterling DWS14, DW16	3	¼	1¼	¼	V	10	1½	18	1½	38	1½	F	13⅜	3½	¼	4	13⅜	3½	¼	4	138	84	234	34	.....
Sterling EW20	3	¼	1½	¼	V	13½	1½	22	1½	40½	1½	F	15⅛	3¾	¼	4	15⅛	3¾	¼	4	144	85	245	38	.....
Sterling EC23	3	¼	1½	¼	V	10	1½	18	1½	40½	1½	F	56 1/8	4½	¼	2	29 1/4	4	¼	1	158	97	259	38	.....
Sterling EWS25, EW27	3	¼	1½	¼	V	10	1½	18	1½	40½	1½	F	17¾	4	¼	4	17¾	4	¼	4	158	91	259	38	.....
Sterling ECS24, EC26 & 28	3	¼	1½	¼	V	10	1½	18	1½	40½	1½	F	56 1/4	4½	¼	2	29 1/4	4	¼	1	158	97	259	38	.....
Sterling EC29	3	¼	1½	¼	V	13½	1½	22	1½	40½	1½	F	56 1/8	4½	¼	2	29 1/4	4	¼	1	158	97	259	38	.....
Stewart M15-1¼	3	1/8	.....	1	.....	.....	.....	.....	.....	.....	.....	...	41⅜	2	1/8	2	22¾	2	1/8	1	99½	.....	.....	38	.....
Stewart M9-1½	3	1/8	.....	1	.....	.....	.....	.....	.....	.....	.....	...	48½	2	1/8	2	8	5	1/8	2	119¼	.....	.....	32	.....
Stewart M7X	3	¼	.....	1 1/8	.....	.....	.....	.....	.....	.....	.....	...	50⅝	2	1/8	2	8	5	1/8	2	132¾	.....	.....	32	.....
Stewart M10X	3	¼	.....	1⅝	.....	.....	.....	.....	.....	.....	.....	...	60	3	1/8	2	8	5	1/8	2	138	.....	.....	32	.....
Super Truck 50	3	¼	1¼	1 1/4	V	18½	1¾	19	1½	37½	1⅞	F	51½	2¼	¼	2	51½	1¼	¼	2	135	84	243	36	9¼
Super Truck 70	3	¼	1¼	1 1/4	V	18½	1¾	19	1½	37½	1⅞	F	55½	2½	¼	2	55½	2¼	¼	2	144	97½	249	34	10¾
Super Truck 100	3	¼	1½	1 1/4	V	6	1¾	19	1¾	42	1¼	F	68	3	¼	2	51½	3	¼	2	144	97⅞	249	34	10
Traffic C-4000	3	1/8	1	1/8	H	10½	2	10½	2	41¼	1¼	F	43½	2½	1/8	2	38	1¾	1/8	2	116¼	67¾	204	34	12
Traffic 6000	3	1/8	1	1/8	H	10½	2	10½	2	41¼	1¼	F	52	3	1/8	2	47	2	1/8	2	120¾	69¾	213⅜	34	11¾
Traffic Speedboy	3	1/8	1	1/8	H	10½	2	10½	2	41¼	1¼	F	43½	2½	1/8	2	38	1¾	1/8	2	86	53⅞	174	34	11¾
Transport 15-1	3	1/8	1	1	H	10¾	2	13	2	40⅜	1¼	F	48	2½	1/8	2	46⅝	2¼	1/8	2	98⅛	57⅝	188	34	10
Transport 26-1½	4	1/8	1	1	V	9¼	2	13	1¾	34 1/8	1¾	F	48½	2	1/8	2	46½	1½	1/8	2	113⅞	70¼	201	34	10
Transport 36-2	4	¼	1¼	1¼	V	10¾	2	16	1¾	33½	2	F	10¾	3½	1/8	2	46½	1½	1/8	2	120¾	72¾	210	34	11
Transport 61-3½	4	¼	1¼	1¼	V	9¾	2	16	1¾	33½	2	F	11⅞	3	1/8	4	48½	2½	1/8	2	127⅜	78⅛	218	34	11
Transport 75-5	4	¼	1¼	1¼	V	12	2	16	1¾	35⅞	2	F	11⅞	3	1/8	4	58	2½	1/8	2	150⅜	93⅜	251½	36½	10⅛
Traylor B	4	¼	1	.....	V	10	2	6	1¾	38	1	F	50	2	¼	2	50	2	¼	2	117	75	204¾	34	10
Traylor C	4	¼	1¼	.....	V	12	2	12	1¾	36	2	F	50	2	¼	2	50	2	¼	2	122	73½	218¾	34	10⅛
Traylor D	4	¼	1¼	.....	V	12	2	12	1¾	36	2	F	56½	2¼	¼	2	56½	2¼	¼	2	142	76	241½	34	9¾
Traylor F	4	¼	1¼	.....	V	14	2	14	1¾	37	2	F	59	2½	.....	2	59	2½	.....	2	165	92½	273¼	35	11
Union FW-2½	3	¼	1¼	1¼	V	20	1¾	19½	1½	37½	2	F	27	4½	¼	1	52	3	¼	1	133½	77¾	224	32	11⅜
Union H-4	3	¼	1¼	1¼	V	20	1¾	19½	1½	37½	2	F	56¾	3½	¼	1	32	4½	¼	1	157½	.....	.....	34	.....
Union HW-4	3	¼	1¼	1¼	V	20	1¾	19½	1½	37½	2	F	27	4¼	¼	1	24	4	¼	2	157½	98	264	34	13½
United 25	3	¼	1¼	1/8	V	10	2	13½	2	32¾	½	F	48	2½	1/8	2	46⅝	2¼	1/8	2	91⅞	53⅛	182	33	9¾
United 30	3	¼	1¼	1/8	V	10	2	13½	2	32¾	1½	F	48	2½	1/8	2	46⅝	2¼	1/8	2	115⅝	75⅝	206	33	10¾
United 35	3	¼	1¼	1/8	V	10	2	13½	2	32¾	1½	F	47 1/8	2½	1/8	2	33¾	2½	1/8	2	115⅝	76⅜	206	33	9
United 50	3	¼	1¼	1/8	V	10	2	13½	2	32¾	1½	F	47 1/8	2½	1/8	2	33¾	2½	1/8	2	115⅝	80⅝	226	33	8½
United 60	3	¼	1¼	1/8	V	10	2	13½	2	32¾	1½	F	57½	2½	1/8	2	42½	2½	1/8	2	132⅝	80⅝	226	33	8½
United 80	4	1/8	1¼	1/8	V	8⅝	2	13¾	1½	42	2	F	60	3	¼	2	60	3	¼	2	141⅝	81¼	237⅝	34	9⅝
U.S.U.-1¼	4	1/8	1	1/8	V	11½	1¾	11½	1¼	33	1¼	F	50½	2½	1/8	2	20	1½	1/8	4	108	70	195	32	9¾
U.S.N.-1½	3	M	1	1/8	H	11½	2	9	1¼	37	1¼	F	50½	2½	1/8	2	46½	1½	1/8	2	120	82	211	34	11
U.S.N.W. 24-2	4	1/8	1	1/8	H	10¾	1¾	11½	1¼	33	1¼	F	21	2¼	1/4	4	21	2¼	1/4	4	120	82	211	34	11
U.S.R.-2½-3	3	1/8	1¼	1/8	V	10	1¼	10	1¼	35	1¼	F	21	2¼	1/4	4	21	2¼	1/4	4	144	94	241	34	9¾
U.S.S.-3½-4	3	1/8	1¼	1/8	V	9	1½	8	1½	37	1¼	F	21	4	1/4	4	21	3	1/4	4	156	104	258	36	9
U.S.T. 5-7	4	1/8	1½	1/8	V	15	2	13	1½	38¾	2	F	62	3	1/4	4	33	4	1/4	1	168	103	278	36	10½
U.S.S. Spec. 4-5	3	¼	1¼	¼	V	9	1½	8	1½	37	1¼	F	21	4	¼	4	21	3	¼	4	156	104	258	36	....
Victor 25-1¼	3	¼	1⅜	1⅝	V	10	2	14½	2	33¾	1½	F	22	2½	1/8	4	23	2½	1/8	1	90¾	54	186¾	34	10
Victor 40-1½	3	¼	1⅜	1⅝	V	8½	2	12½	1½	33¾	1½	F	48	2½	1/8	2	35	2½	1/8	2	105⅛	66⅝	194⅜	34	9½
Victor 50-2	3	¼	1⅜	1⅝	V	8½	2	12½	1½	33¾	1½	F	49	2½	1/8	2	35	2½	1/8	2	111⅛	75⅝	200⅜	34	9½
Victor 60-2½	3	¼	1⅜	1⅝	V	8½	2	12½	1½	33¾	1½	F	59	2½	1/8	2	44¼	2½	1/8	2	130⅞	90⅝	216⅜	34	9½
Victor 70-2½	3	¼	1⅜	1⅝	V	8½	2	12½	1½	33¾	1½	F	59	2½	1/8	2	44¼	2½	1/8	2	130⅞	90⅝	216⅜	34	9½
Victor 80-3½	4	¼	1⅜	1⅝	V	10	1½	12½	1½	44¾	1½	F	59	2½	1/8	2	44¼	2½	1/8	2	145	88¾	238	36	10½
Victor 85-5	4	¼	1⅜	1⅝	V	10	1½	12½	1½	44¾	1½	F	71	2½	1/8	2	55	2½	1/8	2	145	88¾	238	36	9
Victor 90-6	4	¼	1⅜	1⅝	V	.....	1½	.....	1½	.....	.....	...	71	2½	1/8	2	55	2½	1/8	2	145	88¾	243	36	11
Wachusett S-1	3	1/8	1¼	1/8	V	9½	1¼	11	1¼	31½	1¼	F	11¼	2½	¼	2	11¼	2½	¼	2	115	74	212	33	.....
Wachusett J-1½	4	1/8	1¼	1/8	V	10	1½	10½	1½	36	1 1/8	F	11	3	¼	2	11	3	¼	2	121	76	212	33	.....
Wachusett K2	4	1/8	1¼	1/8	V	11	1½	11	1½	40½	1 1/8	F	11¾	3¼	¼	2	11¾	3¼	¼	2	145	78	240	33	.....
Wachusett L2½	4	¼	1¼	1/8	V	10	1½	11	1½	41½	1 1/8	F	13½	3½	¼	2	13½	3½	¼	2	144	94	241	33	.....
Walker 12	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....	.....	...	11	2½	⅛	8	72	.....	.....	32	.....
Walker 15	...	...	...	...	...	...	...	...	...	...	...	...	.....	.....	.....	...	16	2	1/8	4	90	.....	.....	32	.....
Walker P-3½	...	...	...	...	...	...	...	...	...	...	...	...	53¼	3	¼	2	19¼	2½	¼	4	140	.....	.....	35	.....
Walker N-5	...	...	...	...	...	...	...	...	...	...	...	...	53¼	3	¼	2	19¼	2½	¼	4	162	.....	.....	35	.....
Walker 22	...	...	...	...	...	...	...	...	...	...	...	...	45½	2½	1/8	2	16	2	1/8	4	99	.....	.....	32	.....
Walker 42	...	...	...	...	...	...	...	...	...	...	...	...	53¼	3	¼	2	19¼	2½	¼	4	120	.....	.....	32	.....
Walter F	3	¼	1½	2	V	10	1½	18	1½	39	1½	F	30	5	¼	4	57	2½	¼	2	Opt	.....	.....	36	14
Ward LaFr'e 2B-2½-3½	3	¼	1¼	1½	V	7	1½	16	1½	41½	1½	F	13	3½	¼	4	13	3½	¼	4	137½	.....	.....	33	.....
Ward LaFrance 4A-3½-5	3	¼	1¾	1¾	V	8½	1½	18	1½	41½	1½	F	15½	3¾	¼	4	15½	3¾	¼	4	170 1/8	.....	.....	37	.....
Ward LaFrance 5A-5-7	3	¼	1½	1¾	V	9¼	1½	18	1½	41½	1½	F	18	4	¼	4	18	4	¼	4	170 1/8	.....	.....	37	.....
White 15A-Taxi	3	¼	1 1/8	1/4	V	7¼	1	6½	1¼	38	1¼	F	46	2½	1/8	2	41 1/8	2½	1/8	2	55¾	43½	149¼	34	8 1/8
White 15-¾	3	¼	1 1/8	1 1/8	V	7¼	1	6½	1¼	38	1¼	F	46	2½	1/8	2	41 1/8	2½	1/8	2	85½	58	179	34	10¾
White 15-45-¾	3	¼	1 1/8	2	V	13½	1½	12	1½	40⅜	2	F	53⅞	2½	1/8	2	50⅛	2½	1/8	2	85⅝	57⅞	189	34	10¾
White 20-2	3	¼	1 1/8	1 1/4	V	7¼	1	7¼	1¼	38	1¼	F	55½	3½	¼	2	50⅛	3½	1/8	2	146	92½	239½	34	9 1/8

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE											BRAKE LINING							FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
White 20–D–2	3	¼	1 1/16	1 11/16	V	7¼	1	7¼	1¼	38	1¼	F	55½	3½	¼	2	50 7/8	3½	1/16	2	98	70	191½	34	9 1/16
White 20–45–2	3	¼	1 1/16	2	V	13½	1½	12	1½	40 3/8	2	F	11 3/8	4	1/16	4	50 7/8	3½	1/16	2	107½	82	214¼	34	9 1/16
White 50A–Bus	3	¼	1 1/16	2	V	13½	1½	12	1½	45¾	2	F	11 3/8	4	1/16	4	50 7/8	3½	1/16	2	168	112	274¾	74*	10 1/16
White 40–3½	3	¼	1 1/16	2	V	13½	1½	12	1½	45¾	2	F	11 3/8	4	1/16	4	25 7/8	5	1/16	4	164	106½	267½	42½	10¾
White 40–D–3½	3	¼	1 1/16	2	V	13½	1½	12	1½	45¾	2	F	11 3/8	4	1/16	4	25 7/8	5	1/16	4	118	88½	222½	42½	10¾
White 45–5	3	¼	1 1/16	2	V	13½	1½	12	1½	45¾	2	F	11 3/8	5	1/16	4	25 7/8	5	1/16	4	164	106½	267½	42½	10¾
White 45–D–5	3	¼	1 1/16	2	V	13½	1½	12	1½	45¾	2	F	11 3/8	5	1/16	4	25 7/8	5	1/16	4	119	88½	222½	42½	10¾
Wilcox AA–1	3	¼	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	47 1/16	2½	1/16	2	33¼	2½	1/16	2	96	.....	.....	34	.....
Wilcox B–1½	3	¼	1¼	.....	.....	.....	.....	.....	.....	.....	.....	.....	47 1/16	2½	1/16	2	33¼	2½	1/16	2	132	.....	.....	33	.....
Wilcox C–2½	3	¼	1¼	.....	.....	.....	.....	.....	.....	.....	.....	.....	57½	2½	1/16	2	42½	2½	1/16	2	141	.....	.....	33	.....
Wilcox E–3½	3	¼	1¼	.....	.....	.....	.....	.....	.....	.....	.....	.....	57½	2½	¼	2	42½	2½	¼	2	156	.....	.....	33	.....
Wilcox F–5	3	¼	1½	.....	.....	.....	.....	.....	.....	.....	.....	.....	69 3/8	3½	¼	2	52	3½	¼	2	148½	.....	.....	36	.....
Witt-Will P–2	3	1/16	1¼	1¼	V	8	1½	12	1¼	31	1¼	F	48	3¼	¼	4	48	3¼	¼	4	.....	78	223	32	10
Witt-Will SS–3	3	1/16	1¼	1¼	V	8	1½	12	1¼	41	1½	F	52	3½	¼	4	52	3½	¼	4	156	108	242	32	10
Witt-Will N–1½	3	1/16	1¼	1¼	V	8	1½	12	1¼	31	1¼	F	48	3¼	¼	4	48	3¼	¼	4	137	78	226	32	10
Witt-Will S–2½	3	1/16	1¼	1¼	V	8	1½	12	1¼	41	1½	F	52	3½	¼	4	52	3½	¼	4	137	78	226	32	10
Yellow Cab M22	3	1/16	1	1½	V	8¼	2	10 1/16	2	38½	5/8	V	49	2½	¼	2	45	2½	¼	2	60	.....	.....	43	.....
Yellow Cab M42–1¼	3	1/16	1	1½	V	8¼	2	10 1/16	2	38½	5/8	V	21¾	3	¼	4	11	3	¼	2	92	.....	.....	32	.....
Yellow Cab Express T1	3	1/16	1	1½	V	9½	2	9½	2	39¼	¾	V	21¾	3½	¼	4	11½	2½	1/16	2	94 7/8	61¼	181 3/8	34½	.....

Electric Commercial Cars

Name and Model Number	Total Weight Resting on Four Tires	Chassis Weight—Exclusive of Battery	Minimum Load Capacity	Maximum Load Capacity	Chassis Price	Maximum Speed	Location of Battery	Mileage Per Charge	Motor	Controller	Speeds Forward	Drive	Rear Axle	Springs	Front Tires	Rear Tires	Steering Gear	Wheelbase	Per Cent of Weight on Rear Wheels
Autocar E 1F	12000	3650	.....	.....	2400	.....	A	.....	G-E	G-E	5	R	Own	Row	34x4	34x5	Ross	107	60
Autocar E 2D	15000	4300	.....	.....	2800	.....	A	.....	G-E	G-E	5	R	Own	Row	34x5	34x6	Ross	120	60
Autocar E 3H	18000	4900	.....	.....	3200	.....	A	.....	G-E	G-E	5	R	Own	Row	34x5	36x8	Ross	131	60
Autocar E 4Y	26000	6800	.....	.....	4000	.....	A	.....	G-E	G-E	5	R	Own	Row	34x6	36x6§	Ross	138	60
Autocar E 5M	30000	7200	.....	.....	4300	.....	A	.....	G-E	G-E	5	R	Own	Row	36x7	36x7§	Ross	138	60
C-T-H1	5600	2400	.....	.....	.....	14	A	55	G-E	Own	4	Own	F	Shel	36x3	36x3½	W	108	68
C-T F-1.5	6600	2800	.....	.....	.....	14	A	60	G-E	Own	4	Own	F	Shel	36x3	36x4	W	94	65
C-T H-1.5	6600	2800	.....	.....	.....	14	A	60	G-E	Own	4	Own	F	Shel	36x3	36x4	W	116	71
C-T F-2	8000	3100	.....	.....	.....	14	A	50	G-E	Own	4	Own	F	Shel	36x3½	36x5	W	96	66
C-T H-2	8000	3100	.....	.....	.....	14	A	50	G-E	Own	4	Own	F	Shel	36x3½	36x5	W	124	70
C-T F-4	11950	4200	.....	.....	.....	12	A	50	G-E	Own	4	Own	F	Shel	36x4	36x4†	W	116	68
C-T A-7	17700	5800	.....	.....	.....	11	A	45	G-E	Own	4	I	D	Shel	36x6	36x4†	W	122	60
C-T F-7	17900	6000	.....	.....	.....	11	A	45	G-E	Own	4	Own	F	Shel	36x5	36x5†	W	136	68
C-T A-10	22250	6500	.....	.....	.....	10	A	45	G-E	Own	4	I	D	Shel	36x7	36x5†	W	132	59
C-T F-10	22750	7000	.....	.....	.....	10	A	45	G-E	Own	4	Own	F	Shel	36x6	36x6†	W	152	68
Kelland AT	.....	1950	1000	1500	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3	34x3	Ross	102	60
Kelland BT	.....	2050	1500	2000	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x3½	Ross	102	60
Kelland CT	.....	2150	2000	2500	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x4	Ross	102	60
Kelland AH	.....	2500	1000	1500	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3	36x3	Hin	106	60
Kelland BH	.....	2600	1500	2000	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3½	36x3½	Hin	106	60
Kelland CH	.....	2700	2000	2500	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3½	36x4	Hin	106	60
Kelland ATS	.....	2200	1000	1500	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3	34x3	Ross	102	60
Kelland BTS	.....	2300	1500	2000	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x3½	Ross	102	60
Kelland CTS	.....	2400	2000	2500	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x4	Ross	102	60
Lansden Century	.....	1700	.....	1250	1600	15	S	60	G-E	Own	4	R	Flot	SP	32x4½	32x4½	Ross	108	50
Lansden Century	.....	1950	.....	2000	1850	15	S	60	G-E	Own	4	R	Flot	SP	33x5	33x5	Ross	112	50
Lansden Marathon	.....	2900	.....	2000	1850	14	A	50	G-E	Own	4	C	D	SP	36x3½	36x4	Bay	108	60
Lansden Marathon	.....	4400	.....	4000	2250	13	A	50	G-E	Own	4	C	D	SP	36x4	36x3½†	Bay	120	60
Lansden Marathon	.....	5700	.....	7000	2950	11	A	45	G-E	Own	4	C	D	SP	36x5	36x5†	Bay	133	60
Lansden Marathon	.....	7500	.....	10000	3350	10	A	40	G-E	Own	4	C	D	SP	36x6	36x6†	Bay	146	60
O. B–B	.....	.....	.....	.....	.....	13	.....	.....	G-E	Own	...	C	D	.....	36x4	36x3½†	Own	107	... ..
O. B–C	.....	.....	.....	.....	.....	11	.....	.....	G-E	Own	...	C	D	.....	36x5	36x4 †	Own	135	... ..
O. B–D	.....	.....	.....	.....	.....	10	.....	.....	G-E	Own	...	C	D	.....	36x6	36x5 †	Own	143	... ..
Steinmetz 15	6800	2200	1000	2250	1800	18	H&S	60	Own	Own	4	R	Own	Lig	32x4½*	32x4½*	Lav	114	55
Walker 12	.....	1900	.....	1000	.....	15	H&S	50	G-E	Own	4	.....	Tim	Det	32x3	32x3½	Ross	104	66
Walker 15	.....	2800	.....	1500	.....	14	A	50	West	West	5	Own	Own	Math	34x3	36x3½	Ross	94	66
Walker 22	.....	3000	.....	2000	.....	13	A	50	West	West	5	Own	Own	Math	34x3½	36x4	Ross	101	66
Walker 42	.....	4200	.....	4000	.....	13	A	50	West	West	5	Own	Own	Math	36x4	36x6	Ross	114	66
Walker P	.....	6000	.....	7000	.....	11	A	40	West	West	5	Own	Own	Math	36x5	38x5†	Ross	131	66
Walker N	.....	6700	.....	10000	.....	10	A	40	West	West	5	Own	Own	Math	36x6	38x6†	Ross	141	66
Walter HD	6800	2300	.....	2000	2200	16	A	60	Diehl	G-E	5	B	.....	.....	32x3½	32x4	Ross	98	60
Walter EN	13200	4400	.....	5000	3100	15	A	50	G-E	G-E	5	Own	D	.....	36x4	36x7	Gem	114	60
Walter EL	16800	5000	.....	7000	3700	13½	A	50	G-E	G-E	5	Own	D	.....	36x5	36x4	Gem	132	60
Walter ES	23600	7200	.....	11000	4500	12	A	50	G-E	G-E	5	Own	D	.....	36x6	40x6	Ross	150	70
Walter ER	28400	7500	.....	15000	4800	11	A	50	G-E	G-E	5	Own	D	.....	36x7	40x7	Ross	150	70
Ward A211	4650	1800	600	1150	.....	15	S	75	G-E	Own	4	W	Shel	Shel	32x3	32x3½	Own	88	56
Ward B-222	6000	2300	1010	1700	.....	14	S	84	G-E	Own	4	W	Shel	Shel	32x3½	32x4	Own	91	62
Ward C-211	8000	2670	2170	2880	.....	13	S	65	G-E	Own	4	W	Shel	Shel	32x3½	34x5	Own	96	64
Ward E-211	12000	3570	4480	5430	.....	12½	S	56½	G-E	Own	4	W	Shel	Shel	34x4	36x6	Own	108	65
Ward G-211	16000	4500	6560	7760	.....	11	S	44	G-E	Own	5	W	Shel	Shel	36x5	36x8	Own	120	68
Ward J-211	22500	6630	9500	11200	.....	10	S	39½	G-E	Own	5	W	Shel	Shel	36x6	36x10	Own	136	70
Ward M-211	30000	8430	13780	15920	.....	9	S	36	G-E	Own	5	W	Shel	Shel	36x7	36x7†	Own	152	71

NOTE: Battery Equipment on all above makes is at the option of the purchaser. Battery Location Abbreviations: A-amidships; H-under hood; and S-under seat

Manufacturers and Models Included in the Specification Tables

List Includes Manufacturers of Buses and Electric Trucks

Trade Name	Capacity	Name	Address	How Manufacturer Sells: Nationally	Locally	Branches	Distributors	Dealers
Ace	2½-Bus	American Motor Truck Co.	Newark, Ohio	.....	Yes	.....	.....	.....
Acme	1, 1½, 2, 3, 5, 6¼-Bus	Acme Motor Truck Co.	Cadillac, Mich.	Yes	No	No	Yes	Yes
Acorn	2½, 4	Acorn Motor Truck Co.	Chicago, Ill.	No	Yes	No	No	No
American-La France	2½, 3½, 5, 6, 7-T. T.	American-La France Fire Engine Co.	Elmira, N. Y.	Yes	.....	Yes	No	Yes
Armleder	1½, 2½, 3½ T. T.	O. Armleder Motor Truck Co.	Cincinnati, Ohio	Yes	.....	1-N. Y. State only	.....	.....
Atterbury	1½, 2½, 3½, 5	Atterbury Motor Car Co.	Buffalo, N. Y.	Yes	No	No	Yes	Yes
Autocar	1, 1¼, 1½, 2, 2½, 3, 5, T. T.	Autocar Co.	Ardmore, Pa.	Yes	.....	Yes	.....	Yes
Available	1, 1½, 2, 2½, 3½ 4, 5	Available Truck Co.	Chicago, Ill.	No.	Yes	No.	.....	.....
Bessemer	1, 1½, 2½	Bessemer Motor Truck Co.	Plainfield, N. J.	.....	.....	.....	.....	.....
Bethlehem	1, 2, 2½, 3½	Bethlehem Motors Corp.	Allentown, Pa.	.....	.....	.....	.....	.....
Betz	1, 2½,	Betz Motor Truck Co.	Hammond, Ind.	No	Yes	.....	No	No
Biederman	1, 1¼, 1½, 2½, 3½, 5	Biederman Motors Co.	Cincinnati, Ohio	.....	.....	.....	.....	.....
Bridgeport	1½, 2½, 4-Bus	Bridgeport Motor Truck Corp.	Stratford, Conn.	Yes	Yes	Yes	Yes	Yes
Brinton	1½, 2½	Brinton Motor Truck Co.	Philadelphia, Pa.	.....	.....	.....	.....	.....
Brockway	1¼, 2, 3, 4, 5-Bus	Brockway Motor Truck Corp.	Cortland, N. Y.	Yes	.....	Yes	Yes	Yes
C. T. Elec.	½, ¾, 1, 2, 3, 3½, 5	Commercial Truck Co.	Philadelphia, Pa.	Yes	No	Yes	Yes	Yes
Casco	1, 2	Casco Motors, Inc.	Sanford, Me.	No	Yes	.....	.....	.....
Chevrolet	½, 1	Chevrolet Motor Co.	Detroit, Mich.	.....	.....	.....	.....	.....
Clinton	1¼, 2, 3, 4, 5 to 7-Bus	Clinton Motors Corp.	Reading, Pa.	.....	.....	.....	.....	.....
Clydesdale	1¼, 1½, 2, 2½, 3, 3½, 5	Clydesdale Motor Truck Co.	Clyde, Ohio.	Yes	No	No	Yes	Yes
Columbia	1½, 2½, 3	Columbia Motor Truck Co.	Pontiac, Mich.	.....	.....	.....	.....	.....
Commerce	1½, 2, 2½-Bus	Commerce Motor Truck Co.	Ypsilanti, Mich.	Yes	No	No	Yes	Yes
Concord	1½, 2, 2½, 3	Abbott-Downing Truck & Body Company	Concord, N. H.	.....	.....	.....	.....	.....
Corbitt	1, 1¼, 1½, 2, 2½, 3, 4, 5	Corbitt Motor Truck Co.	Henderson, N. C.	Yes	.....	.....	Yes	Yes
Day-Elder	1½, 2, 2½, 3, 4, 5, Bus.	Day-Elder Motors Corp.	Newark, N. J.	Yes	.....	.....	Yes	Yes
Defiance	1½	Century Motor Truck Co.	Defiance, Ohio	Yes	No	Yes	Yes	Yes
Denby	1½, 2, 2½, 3, 4, 5-Bus	Denby Motor Truck Corp.	Detroit, Mich.	.....	No	Yes	.....	.....
Diamond T	1, 1¼, 1½, 2½, 3½, 5	Diamond T Motor Car Co.	Chicago, Ill.	Yes	No	Yes	Yes	Yes
Dixon	1½, 2, 2½, 3½, 5	Dixon Motor Truck Co.	Altoona, Pa.	.....	Yes	.....	.....	.....
Dodge Brothers	¾	Dodge Brothers, Inc.	Detroit, Mich.	.....	.....	.....	.....	.....
Dorris	1, 2½, 3½	Dorris Motor Car Co.	St. Louis, Mo.	.....	.....	.....	.....	.....
Double Drive	3	Double Drive Truck Co.	Benton Harbor, Mich.	.....	.....	.....	.....	.....
Duplex	1, 1½, 2, 3, 3½-Bus	Duplex Truck Co.	Lansing, Mich.	Yes	.....	No	.....	Yes
Eagle	1¼, 2½	Eagle Motor Truck Corp.	St. Louis, Mo.	.....	.....	.....	.....	.....
F. W. D.	3	Four-Wheel Drive Auto Co.	Clintonville, Wis.	Yes	.....	Yes	.....	Yes
Fageol	2, 3, 4, 6-Bus	Fageol Motors Co.	Oakland, Cal.	Yes	No	.....	.....	.....
Federal	1, 1¼, 1½, 2½, 4, 5-Bus, T. T.	Federal Motor Truck Co.	Detroit, Mich.	.....	.....	.....	.....	.....
Fifth Avenue	Bus	Fifth Avenue Coach Co.	New York City.	.....	.....	.....	.....	.....
Fisher Fast Freight	1½	Standard Motor Truck Co.	Detroit, Mich.	Yes	No	No	Yes	Yes
Ford	1	Ford Motor Co.	Highland Park, Mich.	Yes	No	Yes	No	Yes
Front Drive	1½	Double Drive Truck Co.	Benton Harbor, Mich.	.....	.....	.....	.....	.....
Fulton	1, 2	Fulton Motors Corp.	Farmingdale, N. Y.	.....	.....	.....	.....	.....
G. M. C	1, 1½, 2½, 3½, 5-T. T.	General Motors Truck Co.	Pontiac, Mich.	Yes	No	Yes	Yes	Yes
G. W. W.	1½, 2	Wilson Truck Mfg. Co.	Henderson, Iowa	.....	.....	.....	.....	.....
Garford	1, 1½, 2½, 4, 5, 7½ T. T. Bus	Garford Motor Truck Co.	Lima, Ohio	.....	.....	.....	.....	.....
Gary	1, 2½, 3, 3½, 5-Bus	Gary Motor Corp.	Gary, Ind.	Yes	Yes	No	Yes	.....
Gotfredson	1, 1½, 2, 3, 4, 5	Gotfredson Truck Corp.	Detroit, Mich. & Walkerville, Ont.	Yes	.....	Yes	Yes	.....
Graham	1, 1½-Bus	Graham Brothers	Detroit, Mich.	.....	.....	.....	.....	.....
Gramm-Bernstein	1, 1¼, 1½, 2½, 3, 4, 5	Gramm-Bernstein Motor Truck Co.	Lima, Ohio	.....	.....	.....	.....	.....
Grass Premier	1, 1½, 2, 2½, 3½ Bus	Grass Premier Truck Co.	Sauk City, Wis.	No	Yes	No	No	No
Guilder	1¼, 1½, 2, 3, 4, 5, 6-Bus	Guilder Engineering Co.	Poughkeepsie, N. Y.	.....	.....	.....	.....	.....
Hahn	1¼, 1½, 2, 2½, 3, 5	Hahn Motor Truck Co.	Hamburg, Pa.	Yes	Yes	.....	.....	.....
Harvey	2½, 3½, Bus T. T.	Harvey Motor Truck Co.	Harvey, Ill.	No	Yes	Yes	No	No
Hug	1, 1½, 2	Hug Company	Highland, Ill.	Yes	.....	.....	Yes	.....
Indiana	1, 1½, 2, 2½, 3½, 5	Indiana Truck Corp.	Marion, Ind.	Yes	Yes	Yes	Yes	Yes
International	1, 1½, 2, 3, 5-Bus	International Harvester Co. of America	Chicago, Ill.	.....	.....	.....	.....	.....
Kearns	1½, 2, 2½, 3½, 5	Kearns Dughie Motors Co.	Lewistown, Pa.	.....	.....	.....	.....	.....
Kelland (Elec.)	½, ¾, 1	Kelland Motor Car Co.	Newark, N. J.	No	Yes	No	No	No
Kelly-Springfield	1½, 2½, 3½-5-7	Kelly-Springfield Motor Truck Co.	Springfield, Ohio	Yes	No	Yes	Yes	Yes

Trade Name	Capacity	Name	Address	How Manufacturer Sells: Nationally	Locally	Branches	Distributors	Dealers
Kenworth	1, 1½, 2, 3, 4, 5	Kenworth Motor Truck Corp.	Seattle, Wash.	No	Yes	No	.....	Yes
King Zeitler	1, 1½, 2½, 3½, 5	King Zeitler Co.	Chicago, Ill.	.....	.....	.....	.....	.....
Kissel	1, 1½, 4, 5 Bus	Kissel Motor Car Co.	Hartford, Wis.	Yes	.....	No	Yes	Yes
Kleiber	1, 1½, 2½, 3½, 5	Kleiber Motor Truck Co.	San Francisco, Cal.	.....	.....	.....	.....	.....
Krebs	1½, 2, 2½, 3, 4, 5, 7½	Krebs Motor Truck Co.	Bellevue, Ohio	Yes	No	No	Yes	Yes
Lange	1½, 2½, 3½	Lange Motor Truck Co.	Pittsburgh, Pa.	.....	.....	.....	.....	.....
Lansden (Elec.)	¾, 1, 2, 3½, 5, 6	Lansden Company	Danbury, Conn.	Yes	.....	1-N. Y. State only	Yes	Yes
Larrabee-Deyo	1¼, 1½, 2¼, 2½, 3½-Bus	Larrabee-Deyo Motor Truck Co., Inc.	Binghamton, N. Y.	.....	.....	.....	.....	.....
LeMoon	1, 1½, 2, 2½, 3½, 5	Nelson & Le Moon Truck Co.	Chicago, Ill.	.....	.....	.....	.....	.....
Luedinghaus	1, 1½, 2½, 3½, 5	Luedinghaus-Espenschied Wagon Co.	St. Louis, Mo.	.....	.....	.....	.....	.....
Maccar	1¼, 2, 3, 4, 5	Maccar Truck Co.	Scranton, Pa.	No	Yes	4	Yes	Yes
Mack	1½, 2, 2½, 3½, 5, 6½, 7½-Bus T. T.	International Motor Co.	New York, N. Y.	Yes	.....	86	.....	Yes
Mason Road King	1½-Bus	Mason Motor Truck Co.	Flint, Mich.	Yes	.....	Yes	Yes	Yes
Master	1¼, 1½, 2½, 3, 3½, 4, 5, 5½-Bus	Master Motor Truck Mfg. Co.	Chicago, Ill.	.....	.....	.....	.....	.....
Menominee	1, 1¼, 1½, 2½, Bus	Menominee Motor Truck Co.	Clintonville, Wis.	.....	.....	.....	.....	.....
Moreland	1, 1½, 2, 2½, 3, 3½, 5	Moreland Motor Truck Co.	Burbank, Cal.	.....	.....	.....	.....	.....
Nash	1, 2	Nash Motors Co.	Kenosha, Wis.	Yes	No	No	Yes	Yes
National	2, 3, 3½	National Steel Car Corp., Ltd.	Hamilton, Ont., Canada	Yes	No	2	No	Yes
Netco	2½, 3, 4	New England Truck Co.	Fitchburg, Mass.	.....	.....	.....	.....	.....
Noble	1, 1½, 2, 2½, 3, 3½, 4	Noble Motor Truck Co.	Kendallville, Ind.	No	No	No	Yes	Yes
Northway	1¼, 3, 5	Northway Motors Corp.	Natick, Mass.	.....	.....	.....	.....	.....
O. B. (Elec.)	2, 3½, 5	O. B. Electric Vehicles, Inc.	Long Island City N. Y.	.....	.....	.....	.....	.....
O. K.	1, 1½, 2, 2½, 3½	Nolan Truck Co.	Okay, Okla.	.....	.....	.....	.....	.....
Ogden	1, 1½, 2½, 3½, 5	Ogden Truck Co.	Chicago, Ill.	.....	.....	.....	.....	.....
Oshkosh	2, 2½, 4	Oshkosh Motor Truck Mfg. Co.	Oshkosh, Wis.	.....	Yes	No	.....	Yes
Overland	½	Willys-Overland Co.	Toledo, Ohio.	Yes	Yes	24	Yes	Yes
Patriot	1¼, 2, 3	Patriot Mfg. Co.	Havelock, Neb.	Yes	No	No	Yes	Yes
Penn	1, 2	Penn Motors Corp.	Philadelphia, Pa.	.....	.....	.....	.....	.....
Pierce-Arrow	2, 3, 4, 5, 6, 7½, T. T.	Pierce-Arrow Motor Car Co.	Buffalo, N. Y.	Yes	No	.....	Yes	Yes
Rainier	¾, 1, 1½, 2, 2½, 3½, 6	Rainer Trucks, Inc.	Long Island City, N. Y.	No	Yes	No	Yes	Yes
Rehberger	2, 3, 4, 5	Arthur Rehberger & Son, Inc.	Newark, N. J.	No	Yes	No	.....	.....
Reo	1¼-Bus	Reo Motor Car Co.	Lansing, Mich.	.....	.....	.....	.....	.....
Republic	1¼, 1½, 2, 3, 4 Bus	Republic Motor Truck Co., Inc.	Alma, Mich.	Yes	No	No	Yes	Yes
Rowe	2½, 3, 4, 5	Rowe Motor Mfg. Co.	Lancaster, Pa.	.....	.....	.....	.....	.....
Ruggles	1, 1¼, 1½, 2, 2½, 3-Bus	Ruggles Motor Truck Co.	Saginaw, Mich.	.....	.....	.....	.....	.....
Rumely	1½	Advance Rumely Thresher Co.	Laporte, Ind.	Yes	No	30	Yes	Yes
Safeway Six Wheeler	Bus	The Six Wheel Co.	Philadelphia, Pa.	Yes	.....	.....	.....	.....
Sandow	1, 1½, 2, 2½, 3½, 5	Sandow Motor Truck Co.	Chicago Heights, Ill.	Yes	No	.....	.....	.....
Sanford	1, 1½, 2½, 3½, 5	Sanford Motor Co.	Syracuse, N. Y.	Yes	.....	.....	Yes	.....
Saurer	6½. T. T.	Adolph Saurer, Inc.	New York, N. Y.	.....	Yes	Yes	No	Yes
Schacht	1, 1½, 2, 2½, 3, 3½, 4, 5-Bus	G. A. Schacht Motor Truck Co.	Cincinnati, Ohio.	Yes	.....	Yes	.....	Yes
Selden	1¼, 2, 2¼, 2½, 3, 3½, 4, 5-Bus	Selden Truck Corp.	Rochester, N. Y.	Yes	No	Yes	Yes	Yes
Service	1, 1½, 2½, 3½, 5 T. T.	Service Motors, Inc.	Wabash, Ind.	Yes	.....	Yes	Yes	Yes
Standard	1¼, 1½, 2½, 3½, 6	Standard Motor Truck Co.	Detroit, Mich.	Yes	No	No	Yes	Yes
Steinmetz (Elec.)		Steinmetz Electric Motor Car Corp.	Arlington, Baltimore, Md.	Yes	.....	.....	Yes	Yes
Sterling	1, 1½, 2, 2½, 3, 3½, 5, 6, 10, T.T-Bus	Sterling Motor Truck Co.	Milwaukee, Wis.	Yes	.....	Yes	Yes	Yes
Stewart	1, 1½, 2, 2½, Bus 3½-4	Stewart Motor Corp.	Buffalo, N. Y.	Yes	.....	Yes	Yes	Yes
Stoughton	1¼, 1½, 2, 3.	Stoughton Wagon Co.	Stoughton, Wis.	.....	.....	.....	.....	.....
Super Truck	2½, 3, 3½, 5	O'Connell Motor Truck Co.	Waukegan, Ill.	No	Yes	No	No	No
Traffic	1½, 2, 3	Traffic Motor Truck Corp.	St. Louis, Mo.	.....	.....	.....	.....	.....
Transport	1, 1½, 2, 3½, 5	Transport Truck Co.	Mt. Pleasant, Mich.	.....	.....	.....	.....	.....
Traylor	1½, 3, 5	Traylor Eng. & Mfg. Co.	Allentown, Pa.	.....	.....	.....	.....	.....
Twin City	2½, 3½-Bus	Minneapolis Steel & Machinery Co.	Minneapolis, Minn.	Yes	No	Yes	Yes	Yes
U. S.	1¼, 1½, 2, 2½, 3, 4, 5-7	United States Motor Truck Co.	Cincinnati, Ohio	.....	.....	.....	.....	.....
Union	1½, 2½, 4, Bus	Union Motor Truck Co.	Bay City, Mich.	Yes	Yes	.....	.....	Yes
United	1, 1¼, 1½, 2, 2½, 3, 5	United Motor Products Co.	Grand Rapids, Mich.	Yes	.....	Yes	Yes	Yes
Uppercu	Bus	Aeromarine Plane & Motor Co., Inc.	Keyport, N. J.	.....	.....	.....	.....	.....
Victor	1¼, 1½, 2, 2½, 3½, 5, 6	Victor Motors, Inc.	St. Louis, Mo.	.....	.....	.....	.....	.....
Wachusett	1, 1½, 2, 2½	Wachusett Motors, Inc.	Fitchburg, Mass.	.....	Yes	.....	.....	.....
Walker (Elec.)	½, ¾, 1, 2, 3½, 5	Walker Vehicle Co.	Chicago, Ill.	.....	.....	.....	.....	.....
Walter (Elec.)	T. T.	Walter Motor Truck Co.	Long Island City, N. Y.	Yes	Yes	.....	Yes	.....
Ward (Elec.)	750 lbs. to 7 ton	Ward Motor Vehicle Co.	Mt. Vernon, N. Y.	Yes	.....	Yes	Yes	Yes
Ward La France	2½, 3½, 5, 7-Bus	Ward La France Truck Corp.	Elmira, N. Y.	Yes	No	Yes	.....	Yes
White	¾, 2, 2½, 3½, 5-Bus	White Co.	Cleveland, Ohio	.....	.....	.....	.....	.....
Wilcox	1, 1½, 2½, 3½, 5 Bus	Wilcox Trux, Inc.	Minneapolis, Minn.	.....	.....	.....	.....	.....
Winther	1½, 2½, 3, 3½, 5, 7	Winther Motor Co.	Kenosha, Wis.	.....	.....	.....	.....	.....
Witt Will	1½, 2, 2½, 3, 4, 5	Witt Will Co., Inc.	Washington, D. C.	No	Yes	No	No	No
Yellow Cab	¾, 1-Bus	Yellow Cab Mfg. Co.	Chicago, Ill.	.....	.....	.....	.....	.....

Schacht Safety Tank Truck Complies With Fire Laws

New York City just received its first gasoline tank truck. The truck and its method of gasoline delivery was entirely approved.

Mayor Hylan and the heads of various city departments have insisted that by the use of tank truck deliveries costs of handling gasoline could be reduced with the resultant reduction in price to the consumer. To comply with the Fire Department regulations governing transportation of volatile oils the tank was manufactured by the Columbian Steel Tank Company at Kansas City, Mo. Incorporated in the tank is every recommendation made by the boards of underwriters and oil and tank companies at meetings held from time to time which were called to discuss the subject.

The tank has a 1,500 gal. capacity—six compartments of 250 gal. each. Each compartment is controlled separately and operated by a syphon which discharges each unit in approximately eight minutes.

The tank is mounted on a Schacht 10-speed 7½-ton chassis manufactured by the G. A. Schacht Motor Truck Co., Cincinnati, Ohio, and many features are contained in the complete unit which will reduce fire hazard and safeguard the public's interest over the old steel drum delivery method. The shell of the tank proper is not punctured at any spot below the liquid level; every outlet and pipe is concealed in the tank itself.

It is constructed in such a manner that it will stand a vertical fall, fully loaded, of four feet to a concrete floor without distortion or breakage. The tank is automatic in its action against heat or pressure and does not depend on human elements to safeguard it against any emergency that might arise; every outlet, internal or external, is controlled in such a manner as to automatically close against heat or accident and can be controlled manually from either front or rear of tank. There are no faucets, the chance of gasoline drip being entirely eliminated, the gas being discharged from the tank solely by the syphon system within the tank itself.

The tank is mounted on a special Schacht chassis in a manner preventing twisting or weaving of chassis being transmitted to the tank itself, thereby safeguarding all welded compartments. Extra large bumpers are used both front and rear as a collision precaution; all electric wiring is two-unit system enclosed in heavy conduit, amply fused to eliminate grounds and short circuits.

The magneto switch is operated by a Yale lock key with sealed ground wire and a duplicate lock is installed on the rear bucket box. Thus the ignition must be shut off before the rear compartment can be opened. A circuit breaker on the rear compartment automatically cuts off the magneto when the doors are opened.

In the extreme emergency of a fire under the chassis, while the tank is discharging and the rear compartment is open, an auxiliary switch, enclosed in a glass front box, could be thrown and the motor started by breaking the glass, and the tank quickly moved to a point of safety. The cab is all steel constructed, and built by the Highland Body Manufacturing Company, Cincinnati, Ohio. There is no part of the chassis that is inflammable.

Many Refinements Characterize New 5-Ton Kelly-Springfield

New Five-Ton Kelly-Springfield Embodies Refinements

The new Model K-100, 5 to 7-ton chain drive chassis, just placed on the market by the Kelly-Springfield Motor Truck Co., Springfield, Ohio, embodies many refinements and changes for increased performance over its five-ton, chain drive predecessor, Model K-50. The change that particularly catches the eye is the larger hood, which creates the impression of massiveness. But chiefly among the changes not so readily noticed is a larger frame which is reinforced with a ⅜ in. x 7 in. plate set on the inside of the 8-in. channel and running practically the full length of the channel frame.

The rear springs have also been increased in size. They were formerly 3¾ in. wide, and are now 4 in. Spring pins have been increased from 1 in. to 1¼ in. The shackles have been changed to the clamp bolt type, providing means of take-up.

A Brown-Lipe maximum 60 transmission is used and is operated by two shifter levers built into the central control set. Operation of the double internal type brakes differs from Model K-50 in that they are cam actuated instead of by the eccentric arrangement formerly employed. Brake adjustment is provided by a small worm and wheel construction built into the rear axle levers.

An increase of ¼ in. in diameter marks the change in the jack shafts of the axle and the pitch of the chain has been increased to 2 in.

New York Receives Its First Gasoline Tank Truck

Vellumoid Gaskets

In addition to its sheet packing and oil pan gaskets the Vellumoid Company, 73 Tremont St., Boston, Mass., exhibited a complete line of Vellumoid Gear Cover Gaskets at the recent Detroit Maintenance Equipment Show. Like the Oil Pan Gaskets its gear cover gaskets are packed in cartons of ten, and not only are the cartons neatly labeled, but each individual gasket is printed with a stock number which always identifies the gasket.

The compressibility of Vellumoid was emphasized and the strength was uniquely demonstrated by a heavy ball suspended on a single crankcase gasket. This, at the same time, clearly showed that even under heavy strain the Vellumoid gasket did not stretch.

On a work bench in the booth Vellumoid gaskets were tapped out on various flanges showing the service man how quickly and easily the sheet packing could be used to take care of the job for which he does not have a gasket in the stock room.

Reo Introduces New Two-Ton Speed Wagon

DESIGNED for specialized service in carrying loads approximately two tons, the new Reo heavy-duty speed wagon listing at $1,985 has been introduced and now supplements the model "F" four cylinder chassis in the 1¼-ton field. To be able to maintain fast schedules and provide for smooth operation over long distances, a 3 5/16 six-cylinder, 50 b. h. p. engine, 13 plate dry disk clutch, three speed transmission, a 5.7 reduction spiral bevel gear axle and large pneumatic tires are provided.

From the view point of service and maintenance, numerous parts have been made interchangeable with the passenger car and smaller speed wagon chassis. A feature of the design permits the vehicle to maintain the same constant speed whether loaded or returning empty, without causing undue shocks and jars to the chassis parts.

Mounted in a flexible four-point subframe, the engine which forms a compact unit has been designed so as to provide for ease of maintenance and service. Formed in block, the cylinders are cast integral with the upper half of the crankcase, the lower section being of aluminum.

Aluminum alloy pistons, four inches in length and carrying three rings, are attached to the carbon steel connecting rods of 10½-in. venter to center length, the complete reciprocating assembly weighing 4.65 lb.

Oil is forced by a piston type pump to the main bearings, while splash is employed to lubricate the rods and cylinders. Water is circulated through the cooling system which holds 4¾ gallons by a centrifugal pump. Gasoline is delivered to the Schebler 1¼-in. carburetor from a 17-gal. fuel tank located under the seat by the Stewart vacuum system. With the battery ignition distributor mounted on the North East make of generator, a six-eight volt Willard battery of 111 amp. hrs. capacity is employed. The starter, which is of the same make as the generator, is engaged by means of chain drive. A governor built right into the inlet manifold is provided as standard equipment.

A multiple dry disk clutch having seven driving and six driven members, is connected through one fabric and one metal type of universal joints to the three speed transmissions which is supported on a separate unit by a sub-frame.

Drive to the rear-axle is through a two-piece propeller shaft and three metal universal joints. Spiral bevel is employed in the final drive of the semi-floating rear axle in which the torque is taken through a torque arm bolted through the differential supports and extending to the center cross member of the frame. Propulsion is taken through the springs which are underslung in respect to the axle. All springs, which are of the semi-elliptic type are provided with adjustable metal shackles.

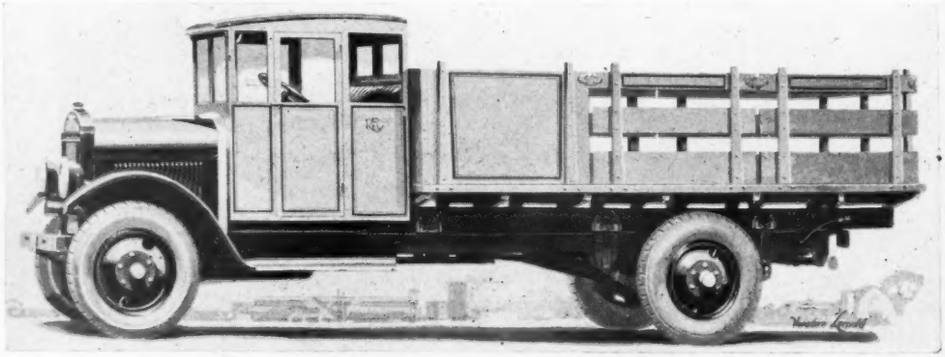
Both brakes act directly on rear wheel drums. A special steering gear of the bevel pinion and sector type, employing heavier gears and shaft than is customary in usual practice, is bolted to both inner and outer side frame members.

Formed of ¼-in. stock, 5½-in. deep, the pressed steel frame has the side members running parallel from the rear end to the back of the transmission frame support. From this point to the radiator the frame is tapered to make for easier turning and provide a small turning radii. Eight cross members insure the rigidity of the frame while the front end is protected by a channel bumper built integral with the frame. Chassis lubrication is by the Zark system employing two pressure guns, one for oil and the other for grease.

Providing a clearance of 10¾ in. under the front axle and 7⅞ under the rear axle, 32-in. x 6-in. and 34-in. x 7-in. tires are provided. Pneumatic cords mounted on Budd steel disk wheels are standard equipment. The total weight of the chassis is 3,900 lb. and the wheelbase 156 in. Front fenders only of heavy gauge cold rolled steel; splash pens beneath motor, radiator, clutch and transmission, no-glare headlights and a combination license plate bracket and tail light, and an electrically operated horn are standard equipment.

A special stake body and cab have been developed for this chassis, the complete price being $325, the body listing at $175 and the cab at $150. The platform is made entirely of ¾-in. thick hardwood over sills 6-in. x 1¾-in. running the entire length and bolted to them through heavy angle irons at either end. Bound and protected by a 2-in. iron strip, the outer board on either side is of 6-in. x 1¾-in. plank, while the two racks are also carried on each side and measure 48 in. long and is provided with a three board section across the rear. Interlocking irons at both upper corners of each section latch together and hold the entire rail in alignment.

Cab, seat and windshield are all constructed as a single unit over a pair of short sills. The frame is of hard wood covered with metal panels, while the roof is built up of closely joined slats covered with a durable waterproof material. Every practical provision has been made for the driver's convenience and comfort. The windshield is in two panels, and each one may be swung outwards at the base and secured in any desired position by a thumb set-screw. Two stationery windows on either side of the cab are provided while the doors, which may be swung wide open and latched, are equipped with adjustable windows. The instrument board equipment comprises a speedometer, ammeter, dash light, trouble light, switches and fuse box. Upholstered in leather fabric over coiled springs, the seat is made in two sections to provide for comfort and to make easy inspection of the battery which is located under the front cushion. The gasoline gauge is always visible and located between the two seat sections.



View of the New Two-Ton Reo Speed Wagon Six. It Lists at $1,985 and Supplements Model F

S. A. E.

(*Continued from page 16*)

driver. Mr. Kettering also endorsed the use of automatic policemen and definitely marked right-of-way streets.

T. J. Litle, Jr., chief engineer, Lincoln Division, Ford Motor Co., was nominated for president of the Society next year, and O. E. Hunt, General Motors Corp., was nominated as first vice-president. Other officers nominated for the 1926 term were: George W. Smith, second vice-president representing motor car engineering; O. W. Sjorgren, second vice-president representing tractor engineering; Arthur Nutt, second vice-president representing aeronautic engineering; George F. Couch, second vice-president representing marine engineering; and C. O. Guernsey, second vice-president representing stationary internal-combustion engineering.

The Council will be composed of the following: Term to expire in 1926—C. H. Foster, O. M. Burkhardt, E. P. Warner; term to expire in 1927—F. F. Chandler, J. F. Winchester and T. Milton; and C. V. Whittelsey, treasurer, and H. L. Horning, now serving as president.

Paul Shock Absorber and Automatic Jack

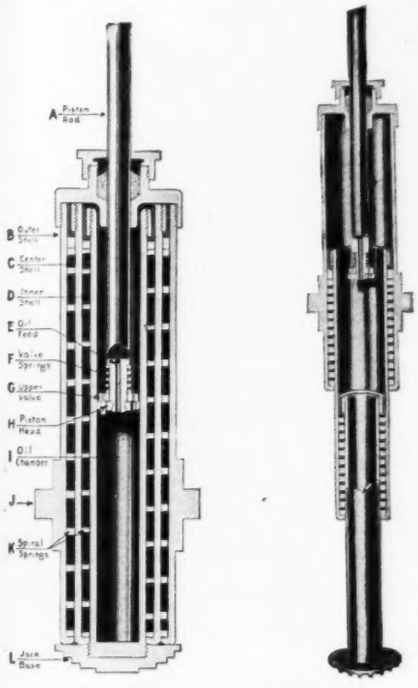
The Paul shock absorber and automatic jack performs two distinct functions as its name implies. It is an effective hydraulic shock absorber and an automatic jack that will lift each or all of the wheels of the vehicles on which it is installed. Besides, as a jack it can be operated entirely from the driver's seat.

The device consists primarily of three telescoping cylinders. They are indicated in the accompanying illustration by (b) outer shell, (c) center shell and (d) inner shell. The checking piston is designated with the letter (h). The outer shell (b) is attached at (j) to the axle, on the outer side of the spring while the piston rod (a) is fastened to the chassis frame as illustrated in another view.

As a shock absorber the device operates on the general principle of a compensating pump. With every compression of the spring, the piston (h) gently settles in the oil chamber (i) cushioning the first shock and when the springs react, it effectively checks the violent recoil.

The oil chamber (i) which extends above and below the piston is entirely filled with oil. The oil displaced by the piston head escapes into the upper cylinder through small holes (h and g) but when the piston rises valve (g) retard the passage of oil and consequently checks the rapid return of the piston to its normal position. The maximum distance of the piston travel is about 7 inches, or ample for any spring compression.

The remaining cut-away illustration demonstrates how this device operates as a hydraulic jack. The jack is operated by a small oil pump connected with the engine and located beneath the floor. From this pump copper tubes extend to the heads of each piston rod. When used as a hydraulic jack oil is forced through these tubes down the piston rod, oil feed (e) and into the oil chamber (i) which in turn forces downward and outward the inner shells (c and d). The maximum lift extension on front jack is 14 inches and on rear jack 19 inches.

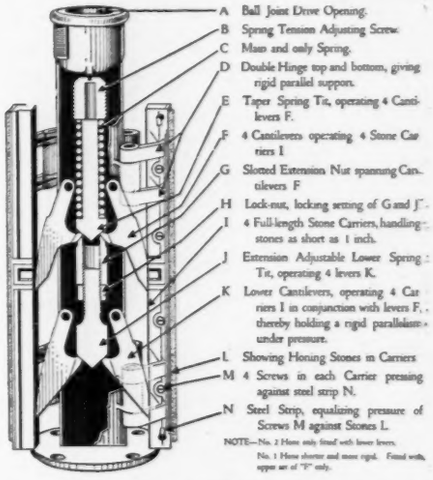


Two Views of the Same Unit
The left view shows the unit as an absorber, the right, telescoped as a jack.

Method of Attaching the Paul Unit. The Absorber and Jack Work Independent of Each Other

The Hall Cylinder Hone

One of the great problems of a service station in overhauling an engine is to round up an oval hole. To meet this problem the Hall Mfg. Co., Dorr and Twenty-second Sts., Toledo, Ohio, is manufacturing the Hall Cylinder hone. In its construction the Hall hone is steel jacketed and practically unbreakable. It maintains throughout its construction a perfect parallelism even under pressure, it being impossible for the stones to spring out of line even a thousandth of an inch. In repeated tests the Hall hone has proven its ability to round up an oval hone under pressure, thereby demonstrating the efficiency of the honing method, and proving that troubles from honing have been due to imperfect tools lacking the oval principle, rather than to any fundamental defect in the practice of honing.

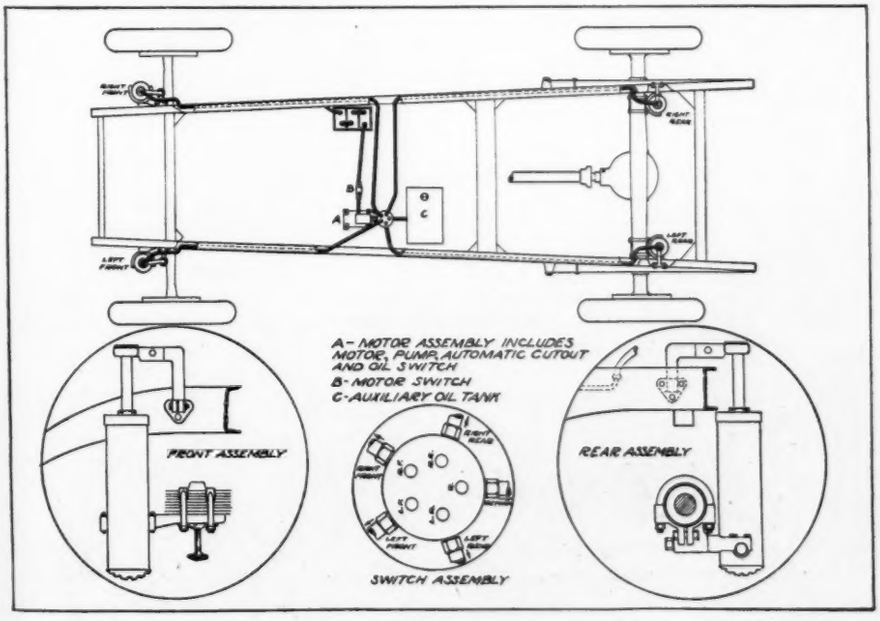

A Ball Joint Drive Opening.
B Spring Tension Adjusting Screw.
C Main and only Spring.
D Double Hinge top and bottom, giving rigid parallel support.
E Taper Spring Tit, operating 4 Cantilevers F.
F 4 Cantilevers operating 4 Stone Carriers I.
G Slotted Extension Nut spanning Cantilevers F.
H Lock-nut, locking setting of G and J.
I 4 Full-length Stone Carriers, handling stones as short as 1 inch.
J Extension Adjustable Lower Spring Tit, operating 4 levers K.
K Lower Cantilevers, operating 4 Carriers I in conjunction with levers F, thereby holding a rigid parallelism under pressure.
L Showing Honing Stones in Carriers.
M 4 Screws in each Carrier pressing against steel strip N.
N Steel Strip, equalizing pressure of Screws M against Stones L.
NOTE—No. 2 Hone only fitted with lower levers. No. 1 Hone shorter and more rigid. Fitted with upper set of "F" only.

Diagrammatic View of the Hall Cylinder Hone

The Hall hone boasts of a record of having removed .012 in. of metal in 60 seconds of actual honing time.

The fallacy of simply straightening a tapered cylinder and leaving the oval uncared for is readily apparent, and it is this condition which the Hall seeks to overcome. The service station puts round rings in an oval hole, which means loss of compression and oil passing as well as a dilution of the engine base cylinder oil. The Hall is also designed to handle flat rate work, speed up service, save taking the block from the chassis and to parallel a taper hole and at the same time make an oval hole round.

The Hall hone lists at $35.00.


A- MOTOR ASSEMBLY INCLUDES MOTOR, PUMP, AUTOMATIC CUTOUT AND OIL SWITCH
B- MOTOR SWITCH
C- AUXILIARY OIL TANK
FRONT ASSEMBLY
REAR ASSEMBLY
SWITCH ASSEMBLY

Lay-Out Sketch Showing Installation

Silent Hoist Cranes for Electric Chassis

The Silent Hoist Company, Brooklyn, N. Y., offers winches and derricks designed especially for use on electric truck chassis. Up until comparatively recently such equipment was mostly available for gasoline trucks only. But in view of an increased tendency towards equipping electric trucks with such equipment the Silent Hoist Co. has been concentrating on such equipment designed especially for electric truck chassis.

In the past few years this company has co-operated directly with several large electric light and power companies and have developed winch equipment, especially designed for installation on electric motor trucks and driven by low voltage vehicle type D.C. motors taking power from the storage battery. In this connection the Silent Hoist Co. states that the series wound vehicle type motors for an electric truck winch have certain inherent characteristics which make them ideal for the various uses to which equipment is put.

One of the accompanying illustrations shows a Silent Hoist model TA, all-steel, jaw clutch, drum winch, with a four-speed auxiliary worm transmission. It is driven by a low voltage type, series wound motor. All these units are mounted on a fabricated steel I-beam base ready for installation on a chassis. This winch is operated by a five point forward and five point reverse drum controller. The auxiliary worm transmission provides high speeds for light work, such as setting poles and pulling over-head wires and lower speeds for heavier work, such as pulling underground cables, etc. Steel castings are used exclusively. This construction is said to permit a reduction of dead weight and make for compactness.

This winch has a capacity up to 12,000 lb. drawbar pull on a single line. The drum is 8 in. in diameter by 23 in. long and will hold 1100 ft. of ½ in. or 750 ft. of ⅝ in. cable. The worm gear is self-locking and non-reversible and consists of a phosphor bronze worm wheel in mesh with a hardened, ground and polished nickel steel worm operating in a bath of oil. The drum is accurately balanced, bored and machined on the entire face and fitted with phosphor bronze and graphite oilless bushings and Raybestos lined adjustable band brake.

New Innering Design

The original Apex Innering was made with a shorter, rounded point where the innering contacted with the inside of the piston ring. The new and improved Apex has a much longer contact space, as shown in the illustration. This increased contact space is claimed to stabilize the piston ring even better than

New and Improved Apex Innering

the former design; offer a more resilient cushion against piston slap and provide for a bearing surface that will not wear through and break.

The broad contact surface prevents rapid wear and breakage at the bearing point through excessive wall pressure.

The Innering was designed and is manufactured by the Thomson Manufacturing Co. of Peoria, Illinois.

Trindl Takes Over Instant Spark Plug Cleaner

The Trindl Company of Chicago announces that it has taken over the exclusive sale distribution of the Instant Spark Plug Cleaner. This practically new device is claimed to quickly and thoroughly clean every type of spark plug and work equally well on practically every make of motor. The Instant Spark Plug is the invention of Mr. Ray Floyd and is manufactured under patents held by the Unique Spark Plug Cleaner Company, also of Chicago.

Reo's Latest Speed-Wagon is a 2-Ton Job

A two-ton capacity, six-cylinder speed-wagon, price at $1985, has been brought out by the Reo Motor Car Co.

The new truck is designed as Model G and is a big brother to the Reo Model F, 1¼ ton speed-wagon which is continued. Model G has a wheelbase of 156 in. which is 28 in. longer than the Model F and is equipped with the Reo T-6 passenger car engine which has a bore of 3 3/16 in. and a stroke of 5 in. as compared with the 4⅛ x 4½ in., four-cylinder engine used in the smaller speed-wagon.

The rear axle reduction ratio is 5.7 to 1 as compared with 4.7 to 1 in the Model F, but the three-speed gearset used in the new truck is identical with that employed in the smaller unit. Power is transmitted to the rear axle through a two-piece propellor shaft with three universal joints.

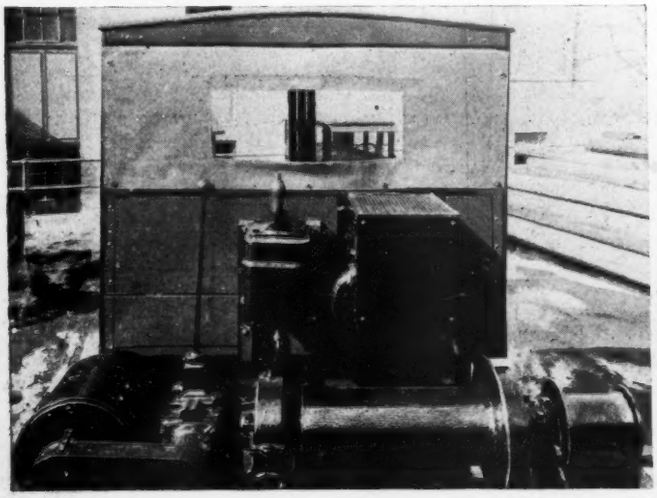
Frame side rails are pressed from 2¼ in. steel and are 5½ in. deep. There are six cross members in addition to 2¼ in. diameter tubular members at each end of the frame. A sub-frame, supported at four points from the main frame, is provided to carry the power plant and other important units in accordance with usual Reo practice.

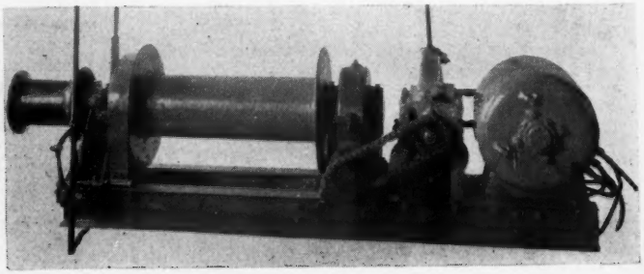
Springs are semi-elliptics and those in the rear are 50 in. long. Both front and rear springs are ¼ in. wider than on the Model F. The Zerk system of chassis lubrication is standard. Both brakes operate at the rear wheels and differ from those on the smaller model only in the fact that the emergency brake on the new truck is hand operated. Total braking area is 558 sq. in. Tires are 32 x 6 in. front and 34 x 7 in. rear on Budd disk wheels.

American Hammered Piston Ring Under New Interests

The McClintic-Marshall Construction Company, Pittsburgh, Pa., has purchased the stock of the Bartlett Hayward Company, Baltimore, Maryland, and of the American Hammered Piston Ring Company, which is a subsidiary of the Bartlett Hayward Company.

President Stettinius states that there will be no change in the policy of the American Hammered Piston Ring Company, but that the change in financial interests places the company in a position to serve the trade in the future even better than in the past.





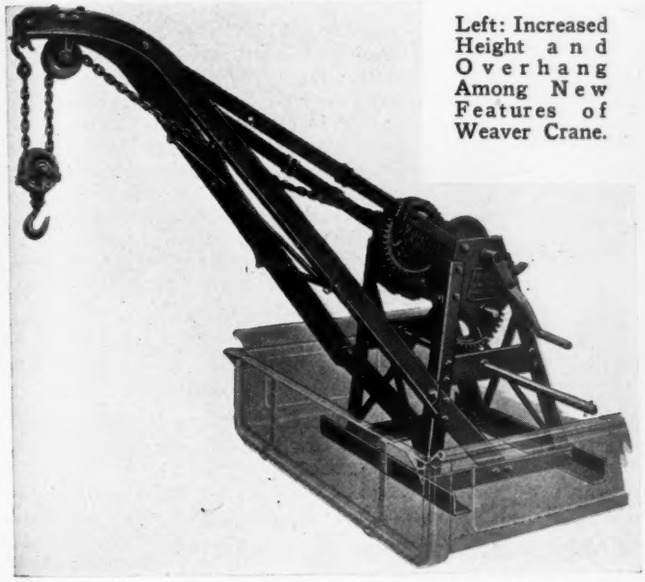
Two Views of Silent Hoist Equipment Designed Especially for Installation on Electric Truck Chassis.

New Weaver Auto Crane

A number of new features making for added convenience have been incorporated in the new Weaver Auto Crane, model G, recently put out by the Weaver Mfg. Co., Springfield, Ill.

Although the frame of the crane is capable of supporting 20 tons, its capacity is actually measured by the strength of the chain used. The chain regularly furnished with this crane is tested to lift 4000 lbs. The Auto Crane is compact and requires but little space in the body of the service car, leaving ample room for additional equipment. The height and overhang of the new model has been increased. The boom now provides an increase in height of 1 ft. 3 in. and the overhang now ranges from 3 ft. 4 in. to 5 ft. 7 in. Adjustments are made on the tension bars which support the boom. These bars are composed of two sections and are locked by pins, which can not accidentally unfasten. The crane can be operated either from car or ground. The swivel wheel at the end of the boom permits a direct pull from the side without chain binding.

The diameter of the drum which is approximately 5 in. permits the use of cable as well as chain and it will accommodate 40 ft. of cable without overlapping. Two leverages and speeds are provided by the compound gears. One adjustment is for speed and the other for power. The drum can also be used as a winch. Friction between the drum and shaft on which it is mounted is relieved by two sets of roller bearings. The shaft is supported by two self-aligning bearings that prevents binding under severe strain.



Left: Increased Height and Overhang Among New Features of Weaver Crane.

Special Bodies for Expediting Deliveries

A unique body which affords expeditious and economical delivery is receiving considerable attention from business men having frequent stop deliveries. It is for installation on a Ford chassis and is featured by special controls and a body which affords ready ingress and egress. The unit, as may be observed from the illustration, is unique and is especially ideal for delivery in the laundry, bakery, grocery, milk, department store, etc., businesses. In brief, wherever frequent stops are necessary.

The equipment is claimed to increase the efficiency and activities of road salesmen with less physical fatigue. All the advantages of quick delivery are also secured by this body. The unusual feature of the truck is the rear end drive. The vehicle can be driven either while sitting or standing. The driver is enabled to step on or off the car at a moment's notice. Wide doors at the side also enable the load to be moved in a very short time without cramping working quarters. The W. W. Davis Co., Newark, Ohio, control the patent and manufacturing license of the driven attachments and assemblies, but the body illustrated herewith is being built by the Armstrong-Johnston Mfg. Co., of Columbus, Ohio.

Ford Pick-Up Body

Ford Motor Co. has added a pick-up body to its commercial line priced at $25 which is designed through attachment to the roadster model, to meet requirements for hauling equipment lighter than the ton truck. The new body is demountable with the rear deck on the roadster, making alternate use of each possible.

The pick-up body is all steel construction. It is three feet four and three-quarter inches wide and four feet eight inches long. Sides are thirteen inches deep to the flare, affording loading space ample for light delivery purposes. The end gate is fastened by chains either closed or open. The bodies are made by the company and will be sold through all dealers.

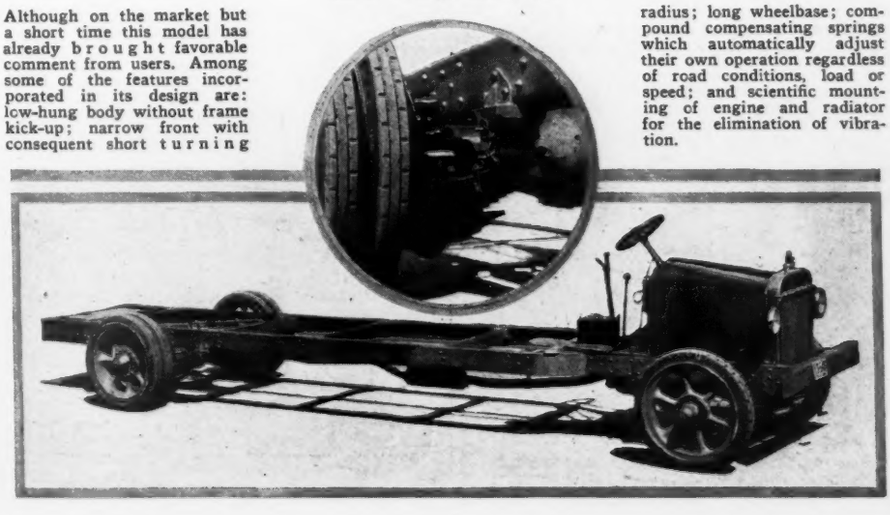
Above: This Rear-Drive Delivery Car Saves Time and Energy.

G-H Products

The G-H Manufacturing Co., 8 East Mt. Royal Ave., Baltimore, Md., makers of the well-known G-H springs, now announces that it is ready to furnish replacement clutch plates to fit all Buick, Reo, Dodge and Brown-Lipe clutches.

New Gramm & Kincaid Model Combines Power, Speed and Easy Control

Although on the market but a short time this model has already brought favorable comment from users. Among some of the features incorporated in its design are: low-hung body without frame kick-up; narrow front with consequent short turning radius; long wheelbase; compound compensating springs which automatically adjust their own operation regardless of road conditions, load or speed; and scientific mounting of engine and radiator for the elimination of vibration.



An Improved Cam for Brakes

AN improved cam for brakes, entirely self-adjusting and self-equalizing, is that herein described and invented by A. H. Asprooth, joint inventor and designer of the electric vehicle produced by A. M. Leoni and described in the June issue of Commercial Car Journal.

The Asprooth brake cam can be applied to all types of automotive vehicles. It was successfully demonstrated in the above named electric delivery car and it has proven all the claims of its inventor for flexibility, promptness and safety.

The accompanying illustration shows the theoretical movements of this self-adjusting cam and the correctness of the theoretical principle and its self-adjusting qualities.

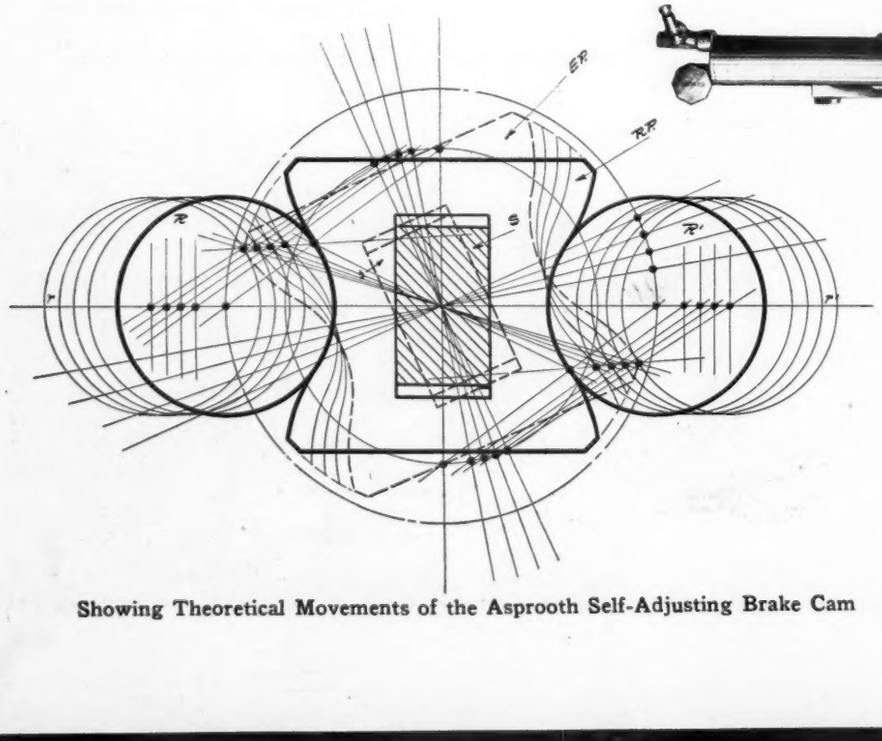
The cam forging is broached with an oblong hole operated by the twisting of a shaft, the end of which is milled to fit the broached hole with an allowance for the longitudinal movement of the cam over the shaft. The cam has curved surfaces that fit the rollers that it is advisable to use for the cam reaction over the brake shoes. The illustration plainly shows that when the shaft is twisted by the pull of the brake levers, the cam is set at angle as shown in the diagram (RP, indicating the rest positions and EP the extreme position with respectively R-r and R'-r' indicating the rest and extreme positions of the rollers under the twisting of shaft "S"-"s.")

It naturally follows that: If the reactions, by the rollers, are unequal, because of uneveness of the brake lining thickness or of eccentricity in the brake drums, the cam will slide on the shaft end and will compensate for this difference by shifting the pressure to the side that needs it.

In other words the cam is self-adjusting and self-equalizing, resulting it is claimed, in perfect working of the brakes at all times. This design, besides securing uniform wear on the brake linings and brake drums, also produces balanced stresses for the wheel bearings that are usually so severely punished under brake torques.

The balanced reaction of the brake cam eliminates all unbalanced radial stresses over the shaft end and unbalanced loads on brake shaft bushing at the cam end.

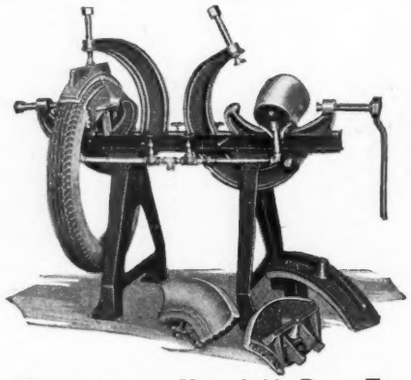
This brake cam, known as the "Asprooth Cam," is fully covered by patents pending and will be, hereafter, standard equipment on all electric vehicles that the recently formed "A. & L. Electric Car Co.," of Philadelphia, will produce under the patented joint inventions by A. M. Leoni and A. H. Asprooth, for improved electric vehicle drives and electric vehicle controllers.



Showing Theoretical Movements of the Asprooth Self-Adjusting Brake Cam

Tyrwelder for Large Pneumatics

Announcement is being made in rubber circles this month of an improved equipment for curing repairs on balloon and heavy-duty truck tires. Up to this time vulcanizers and the repairmen throughout the country have had a difficult job in curing a repair on a balloon tire or a truck tire. Like all cord tires, they are repaired on the inside. With their numerous tread shapes and designs they presented a problem which could not be satisfactorily handled. Existing equipment did not give sufficient pressure to effect a thorough cure and often resulted in overcuring the tread in order to get at the inside section of the tire to be repaired. The increased price of tires has also caused many owners to think more seriously of ways and means of economizing on the tire costs. The Tyrwelder is said to overcome this condition. It is equipped with three steel plates attached to which are rubber studded cushions. The section in the tire to be repaired is placed over a central steam arm or core. By means of heavy steel clamps and powerful screws, these rubber cushioned plates press downward and inward on the tire thus holding the repaired section to be vulcanized snugly in contact with the central steam arm. This welds the repair to the tire as to become a part of it. The cure is accomplished quickly for the heat is applied directly to the raw portion to be cured rather than having to pass through the tread and outer section first. The resilient rubber cushions take up every inequality of any shaped bead, sidewall or tread of any tire. It eliminates entirely the use of air bags and rubber impression pads.



Eliminates the Use of Air Bags, Etc.

The Tyrwelder is being marketed by the Akron Tyrwelder Company, subsidiary of the Akron Equipment Company, Akron, Ohio.

Milburn Cutting and Welding Torch

A low pressure torch which will operate on either low or high pressure gas with equal efficiency is offered by the Alexander Milburn Co., Baltimore, Md. This torch is especially constructed to operate with low pressure acetylene gas, city gas or hydrogen and is particularly excellent in connection with use of an acetylene generator. This torch utilizes the specialized and standardized parts of the Milburn cutting and welding torches. It insures a currect mixture of oxygen and acetylene resulting in "super mixing" and non-flashback qualities.

Milburn Torch With Extra Tips

This torch is adapted to perform weldings as well as cutting work by interchange of tips.

The torch is of bronze forgings and special seamless tubing, constructed to withstand constant service. The tips are made of solid copper and are interchangeable with a large number of low pressure torches of other makes.

Massachusetts is building a three-way highway just outside of Boston for use largely by heavy trucks as well as passenger vehicles. There are two outside lanes of concrete and the middle one of bituminous macadam. It is expected that the heavy trucks will keep to the outside lanes and allow the passenger cars to speed past in the center track. It is an experiment, but if it works out other stretches will be built.

"Fighting the White Menace"

(*Continued from page 10*)

To cope with snow storms effectively, it is essential to have advance information concerning weather conditions. The United States Weather Bureau Stations have been doing excellent co-operative work in this respect. If those responsible for snow removal work will keep in close touch with the weather bureaus during the months of heavy snow fall, this will allow time for notification to the field organization and preparation to be made for fighting the snow as it falls.

It is the early bird that catches the worm, and its the wide awake dealer who gets on the job early who will sell some trucks, tractors, snow plows to the city fathers and highway commissions in his respective locality, for next winter's service.

Particularly does this apply to the smaller communities, where with the improvement of many roads during the spring and summer months the maintenance of these roads throughout the winter months is not given serious consideration. When winter arrives all kinds of inadequate apparatus is dragged out, even the old-fashioned horse-drawn home-made wooden plow, with the consequent result that roads which were built at great expense to the taxpayer are almost impassable in the winter months.

Here's where the public spirited dealer can step in.

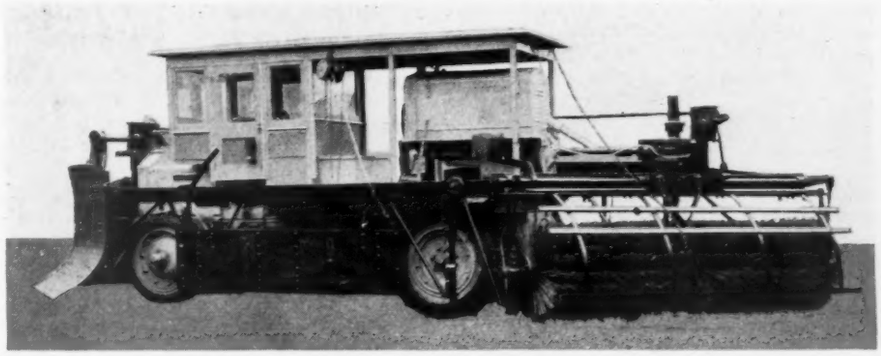
He ought to find out just what is being done in his community about snow removal next winter.

He ought to get acquainted with those officials who are responsible for the road maintenance.

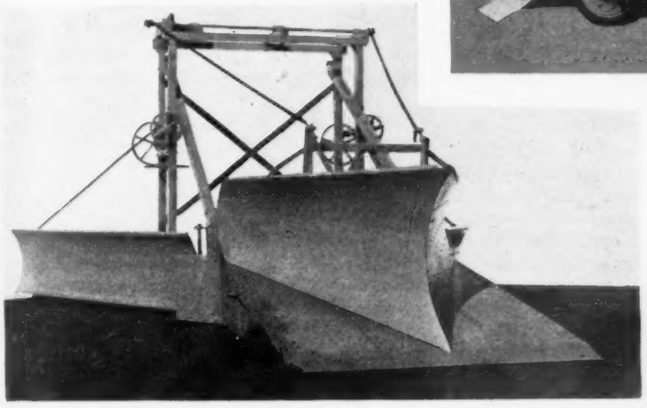
He could help to lay plans for action next winter. In some communities a large operator of motor trucks is hired to do the snow cleaning. He ought to interview him to ascertain whether he needs any additional equipment.

And if there is no concerted action taken in his community in this matter he ought to start something. He ought to go before the local Chamber of Commerce, the Highway Commissioners, the County Board or whoever is the proper party and present a plan to them.

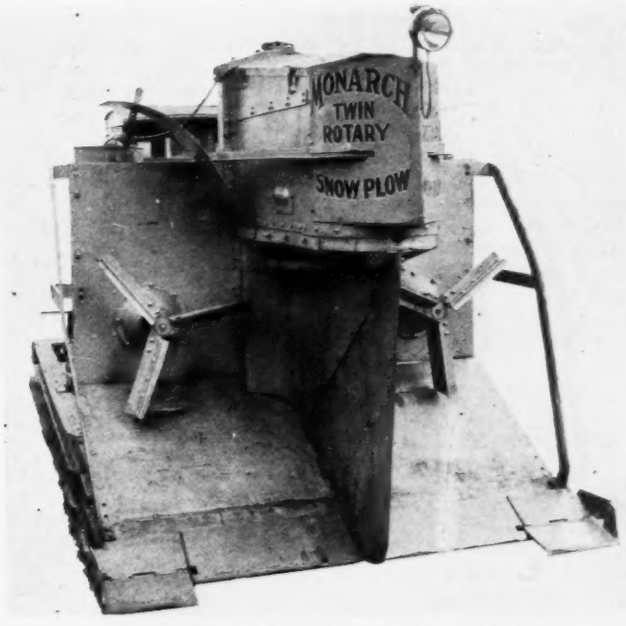
And the enthusiastic dealer should not only sell them snow removal equipment, but perhaps they may need a fire apparatus as well.



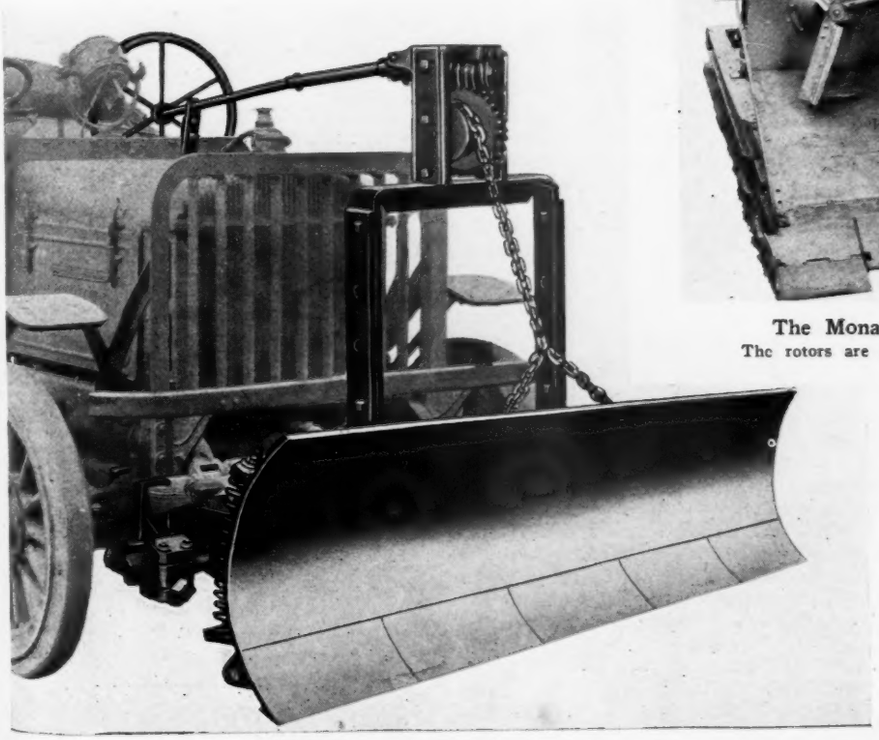
The Russell Snow Plow and Sweepers
A double duty machine, mounted on a two-way-drive motor truck.



The Champion V-Type Plow for Attachment to Tractors



The Monarch Twin Rotary Snow Plow
The rotors are propelled by a separate gasoline engine.



The Baker Auto Truck Snow Plow
The blades at the bottom trip back when striking an obstruction.

What a Mile of Concrete Road Means

While the cost of concrete roadways varies with the locality and the pavement design, an average of $30,000 a mile is often given for an eighteen foot pavement seven inches thick. Several thousand dollars fluctuation either way in the price would not be unreasonable, depending upon the locality in which paving is done.

For this sum the community gets nearly 2¼ acres of pavements containing 2,000 cubic yards of mixed concrete. This calls for 3,400 barrels of Portland cement or seventeen carloads. It calls also for 1,100 cubic yards of sand, equaling thirty-two carloads. It calls likewise for 1,600 cubic yards of crushed stone, which is forty-six carloads. Into this mixture will have to be poured 300,000 gallons of water, which is thirty-eight tank carloads. The total weight of this concrete would then approximate 4,000 tons.

Before the cement could be delivered 400 pounds of dynamite would be required to blast the rock which went into it. The fuel necessary to burn the rock would total 340 tons of coal or its equivalent in oil or gas. While cement requirements are commonly measured by the barrel, it is usually delivered in sacks holding a cubic foot each. And 13,600 such sacks would be required for the cement in the mile of road. Thirteen bales of cotton would be needed for these. Into the cement would go nineteen tons of gypsum, which is necessary to regulate its time of setting.

Except for the great improvements in methods of building concrete roads developed during the last 15 years, converting this great mass of materials into pavements at the rate needed would be impossible. Where once a two mile road job was considered big, contracts are now largely let in 10 and 20 mile stretches. During 1924 Illinois alone completed more than 1,200 miles of concrete highways.

Buses Must Replace Street Cars

"Inevitably the motor vehicle must take its proper place as a passenger carrying unit in urban transportation, and eventually it must replace street car lines on congested city streets. In isolated cases the change already has been made and within the next five years it will have reached proportions that few can now conceive," said A. W. S. Herrington, chief engineer of the engineering and design section of the Motor Transportation Division of the Quartermaster Corps, at a recent meeting of the Washington, D. C., section of the S.A.E, as reported in the July number of the journal of the Society.

After showing lantern slides of street congestion in Chicago, the speaker said that the motorcoach, especially the double-deck type, was an exceptionally efficient vehicle for moving passengers in congested areas and predicted that the time was not far distant when certain sections of large cities would be closed to privately owned automobiles, a likely substitute therefor being the taxicab. He expressed the opinion that the street car, operating on rails in the center of the street and delaying traffic, should be eliminated from congested business districts and replaced by the more efficient and more flexible motor coach, which was the most suitable form of transportation for handling the congested short-haul traffic from the business centers to the more rapid interurban rail transportation lines that serve outlying districts at high speed over privately owned rights of way.

Business Estimated to be 59% Better for Next 6 Months

Data contributed by members of the National Association of Credit Men at their thirtieth annual convention here this week forecasts better business during the balance of 1925 for 76 per cent of the seventeen trade groups represented which covered motor vehicles, automotive supplies and other leading lines of American business.

Prospects for business during the next three months were reported by the members as follows: Better, average 59 per cent; stationary, average 34 per cent; worse, average 7 per cent; prospects for business during next six months; better, average 76 per cent; stationary, average 20 per cent; worse, average 4 per cent.

Of the 300 members who contributed to the investigation a total of 96 per cent, went on record as of the opinion that conditions during the coming six months will be at least as favorable as they are now, and only 4 per cent anticipated poorer business.

Belflex Awarded Priority Rights

An important decision ending patent interference litigation with regard to fabric spring shackles has just been rendered by the Court of Appeals at Washington in favor of the Belflex Corporation, New York. This decision, which affirms that of the Commissioner of Patents, awards priority on the fundamental patent on fabric tension shackles to the Belflex Corporation, according to Lowell H. Brown, president. That this basic patent is considered important is indicated by the fact that strongly contested litigation has been carried on for four years between the International Motor Company, and Harvey W. Bell, the Belflex inventor, to establish the rights to the device. The firm of Moses & Nolte, of New York, with Joseph H. Milans as associate, acted as counsel for Bell.

The decision now makes the Belflex shackle available to all manufacturers, a number of whom have taken an active interest pending the result.

While the decision refers only to the spring shackle, it is expected to result in a wider development of the use of high-grade rubberized fabric to replace existing metal constructions at various other points of the chassis.

An order for 4,500 engines has been placed with the Wilson Foundry & Machine Co., Pontiac, Mich., by the Federal Motor Truck Co.

Improved Engine Appears in Europe

A new type of automobile engine is attracting much attention among the automotive engineers in the European countries according to W. R. Angell, Executive Vice-President of the Continental Motors Corp., who has just returned to Detroit from an extended business trip throughout Europe.

This engine, according to Mr. Angell, is the result of several years of research and experimental work and is being tried out by well-known European automobile factories. According to reports it is apparently giving better satisfaction than the present type of internal combustion engine. It develops greater speed and operates with less noise, which are qualities the manufacturers have been striving to attain for some time.

Mr. Angell believes an engine of this kind will be the ultimate solution of the problem of obtaining greater efficiency and economy. He said, European engineers are doing considerable work with the sleeve type. They claim many advantages for this particular valve operating mechanism. For one thing, the exceptionally big valve ports permit complete filling and scavenging of the cylinder without any of the lubrication difficulties attending some other types. Another feature in its favor, so the European engineers say, is the principle of fewer moving parts and the absence of adjustable mechanisms which are now necessary in most of the present type engines.

When asked if the Continental Motors Corporation intended doing any experimenting in this line Mr. Angell said, "We have been specialists in internal combustion engines for 24 years, and are constantly experimenting with various types of engines including the single sleeve type. It may be that something will be found to supplant the present type engine, but the poppet valve engine will be in use for many years to come."

Autocar Gives Factory Employees Vacation With Pay

David S. Ludlum, President of The Autocar Company, Ardmore, Pa., ordered that the usual custom of giving the entire 1200 factory employees a week's vacation with full pay be followed this year, notwithstanding the fact that the production is being pushed.

The six-months' business ending June 30, 1925, was the largest in volume ever attained during the entire 27 years of the company's existence.

Mr. Ludlum further reported that a Sales Managers' conference of the fifty Autocar Company direct Factory Branches was held at Ardmore on Thursday, July 2nd. These branches are located in all parts of the country. Practically all sections reported favorable conditions, with every indication that a new volume record will be reached during the next period.

The Old Reliable Motor Truck Co. was sold to Theodore Friedeberg for $70,000 net wthout adjustments.

Personals

Elliott A. Allen has been appointed district manager of sales for the Timken Roller Bearing Co. in the New England territory. Mr. Allen will have his headquarters at 1107 Commonwealth Ave., Boston, Mass.

C. C. Bradford, until recently with the United States Light & Heat Corp. where he was affiliated for several years, has been elected vice-president of the Eaton Axle & Spring Co. Mr. Bradford at one time also represented Young Bros Co., of Detroit.

Lee W. Brice, purchasing agent of the Detroit plant of the Continental Motors Corporation, has been elected vice-president of the Notional Association of Purchasing Agents.

E. A. Callanan, for the past six years sales manager of the Cleveland Tractor Co. and the Rollin Motors Co., has resigned. Mr. Callanan was formerly connected with the Willys-Overland Co. in an executive capacity and was also branch manager at Omaha and St. Paul. During the war he was in the air service. His future plans have not been announced.

E. J. Claire is the new advertising manager of the Hewitt Rubber Company. Mr. Claire was formerly with the Wire Wheel Corp. of America.

E. A. Dennis has been appointed sales manager of Service Motors, Inc. He entered the Service organization from the Ford Motor Company about two years ago. His entire business career has always been in the automotive industry. He was at one time a distributor of trucks and passenger cars. During the war he served as inspector of Motor Transport with the American Expeditionary Forces in France.

Pierre S. du Pont, chairman of the board of the General Motors Corp., also chairman of the board of E. I. du Pont de Nemours & Co., recently sailed for Europe for a two months' vacation period.

E. A. Ewing has been appointed sales manager of the Ochrome Valve Co., Shelton, Conn.

Herman Ely has retired from active service with the Timken Roller Bearing Co., Canton, Ohio, where he was vice-president and treasurer. Mr. Ely's plans for the future have not been announced. **H. J. Porter** has been advanced from general sales manager to vice-president in charge of sales; **Elliott A. Allen,** to manager of sales in New England territory, and **L. M. Klinedinst,** formerly assistant to Porter, to general sales manager of the Industrial Division.

Frederic W. Fenn has been appointed district sales manager of the Standard Motor Truck Co., in the eastern Atlantic coast territory. Mr. Fenn was for a period of five years secretary of the truck committee of the National Automobile Chamber of Commerce.

H. L. Gillette has been appointed sales manager of the Federal Truck Co., of Chicago. For the past six years he has been branch manager of the General Motors Truck Co.'s branch in Milwaukee.

James C. Given, whose activities in tire manufacturing dates back to 1909, has been appointed assistant sales manager for the Dunlop Tire & Rubber Co., Buffalo, N. Y.

Emmett P. Gray has taken control of Gray-Hawley Manufacturing Co. and is making plans for expansion. The company manufactures everything for the control of the exhaust from the manifold to the rear of the car, including the heating system. The company recently sold the patent rights of its new heater and muffler to the A. C. Spark Plug Co.

Norman H. Halliday is now in the New York branch of the International Motors Co. He has been manager of the New England district for years. **W. A. Maynard,** for several years manager of the Boston branch, has been named as his successor.

A. C. Hamilton has been appointed consulting engineer of the Commerce Motor Truck Co. He was formerly chief engineer of a General Motors unit and for four years has made an intensive study of the bus field.

Charles C. Hanch in retiring from the Board of Directors of the National Automobile Chamber of Commerce concluded a service with this organization that has been very active from the very beginning. A resolution of tribute was voted to him by the Board of Directors. Mr. Hanch is now general manager of the National Association of Finance Companies, and is no longer directly connected with the manufacturing branch of the motor car industry. His successor on the National Automobile Chamber of Commerce Board of Directors is George M. Graham, of the Chandler Motor Car Co.

George H. Hannum, formerly president and general manager of the Oakland Motor Car Co., and of the Saginaw Products Co., of Milwaukee, has formed the Hannum Manufacturing Co. The plant and business of the Lavine Gear Co. has been taken over. The new company will manufacture motor parts, specializing on the Hannum steering gear, which is particularly adapted to balloon tires and heavy duty trucks.

S. G. Harris, formerly in charge of branch offices of the Wire Wheel Corp. of America, has been appointed sales manager of the York Corrugating Co.

Thomas P. Henry, president of the American Automobile Association, was re-elected for a third term at the national conventiion of the association recently held in Atlantic City.

P. T. Hill is now a member of the bus selling staff of Mack Trucks, Inc. Mr. Hill will make his headquarters at the Northeastern Division office, 1732-1740 Jefferson Ave., Buffalo, N. Y., and will have charge of bus sales in northern New York State. He was formerly manager of the axle division of the Eaton Axle & Spring Co.

F. L. Hockensmith has been appointed district manager of the B. F. Goodrich Rubber Co., with headquarters at Los Angeles. Mr. Hockensmith has been affiliated with the Goodrich Company since 1911.

Earl B. Hough has been appointed special district sales manager of the middle west and western states by the Standard Motor Truck Co. In his career he has been associated with various motor car and truck parts manufacturers. His headquarters will be in Chicago.

G. A. House, formerly general sales manager of the Hayes Wheel Co., has been appointed charge of sales of the Cleveland City Ford & Iron Co., with headquarters in Detroit. Mr. House will handle sales in Michigan and part of Ohio. The Detroit office was opened by W. L. Rowe, Inc., New York City, eastern representatives of the Cleveland City Ford & Iron Co.

H. R. Kerans has become president of the recently organized K-D Lamp Company, of Cincinnati. **W. W. Earley** has been made vice-president and **C. C. Clark,** treasurer.

H. J. Leonard, formerly general manager of the Stephens Motor Car Co., has been announced as one of the new vice-presidents of the Willys Overland organization.

T. J. Litle, Jr., chief engineer of the Lincoln Division of the Ford Motor Company, and at president first vice-president of the Society of Automotive Engineers, was nominated for the presidency of this society for 1926.

Malcolm McCormick has resigned as sales manager of the Replacement Parts Department of the McCord Radiator & Mfg. Co. His duties will be assumed by **P. L. Barter,** vice-president in charge of sales.

Joseph L. Meyers, general manager of the financial sales department of the General Motors Corp. and **Glyn Davis,** manager of the foreign department, have been elected vice-presidents of the corporation.

S. A. Miles, veteran show manager, whose illness has been a concern to his hundreds of friends in the industry, has recovered considerably. He will shortly leave the sanitarium where he was confined and return to his estate at Christmas Cove, Me.

Q. R. Murphy has been appointed distributor for the Republic Motor Truck Co. in the Birmingham, Ala., district.

A. B. Qualy has been appointed secretary of Willys-Overland, Inc. Mr. Qualy was formerly secretary to President John N. Willys. **L. A. Miller** has been elevated to first vice-presidency of the company. He was formerly its secretary and treasurer.

I. J. Reuter has been elected President of the Olds Motor Works, Lansing, Mich. He succeeds **A. B. C. Hardy,** resigned. Mr. Reuter was formerly vice-president and general manager of this company. Prior to his coming to the Olds Works he was head of the Remy plant.

H. H. Rice, widely known authority on matters pertaining to highway development and legislation, accepted the appointment by President Coolidge as chairman of the United States Delegation to the Pan-American Road Congress at Buenos Aires, next October.

Charles N. Ring, recently works manager of the Allied Steel Castings Co., Harvey, Ill., has been appointed director of the Electric Steel Founders' Research Group. He succeeds **W. J. Corbett** who recently resigned to take over the secretary-managership of the Steel Founders' Society of America.

Frank R. Schubert has been appointed general manager of the Strom Ball Bearing Mfg. Co. His vacancy will be filled by John Diesk and Lorenz Peterson continues as assistant works manager in charge of production.

A. J. Shaw has been announced as successor to H. M. Lee, resigned, as general sales manager of the Duplex Motor Truck Co., Lansing, Mich. Mr. Shaw was formerly connected with the Flint Motor Co.

William N. Shaw, president of the Eisemann Magneto Corp., is making an inspection tour of conditions on the Pacific coast. Mr. Shaw will call on the leading representatives and customers of his company in this section.

P. W. Sloan has been appointed service engineer of the Timken Detroit Axle Company. He was formerly service engineer in charge of the field service men.

T. B. Tompkinson will serve as vice-president of the Canadian-Goodrich Co., Ltd., Kitchener, Ontario, Canada. Mr. Tompkinson was formerly assistant comptroller of the B. F. Goodrich Rubber Co.

Paul Webb has joined the Nashville, Tenn., branch of the International Harvester Company. He was formerly with the Federal Motor Truck Co., of Chicago, where he has done good work in boosting sales. In his career he was also sales promotion manager of the Hinkley Motors and assistant manager of the Chicago department of the Diamond T Motor Car Co.

E. V. Wills, formerly assistant service manager of the Westinghouse Automotive Division and more recently connected with Barter-Oppenheim, will act as Service Traveler, covering the middle western states in behalf of the Eisemann Magneto Corp.

"A Money Maker"★

"In the time we have been handling Service Trucks, we have put out approximately 150 trucks here in Hammond and know that the Service Franchise is a good business proposition and a money maker.★

"Service users experience wonderful satisfaction with Service equipment and the possibilities for the development of large fleets—with user satisfaction as the basis —are excellent."

The above extracts were taken from a letter written by Kelly Motor Sales, 703 S. Hohman St., Hammond, Ind.

Profitable, can't be beat, good business, a money maker—these are the words used by Service distributors whenever they express themselves about their Service Franchises.

User satisfaction is the right basis for any profitable franchise and Service Trucks give user satisfaction to the extent that two out of three Service Trucks sold are sold to present owners.

The valuable Service Franchise may be open to you. Here and there are gaps in the distribution. Learn today whether you are in available territory.

Write for the Service proposition —a money maker.

SERVICE MOTORS, INC., WABASH, INDIANA

THE PYRAMID OF SERVICE

Service MOTOR TRUCKS

Cradle Mounting of Frame Protects All Units

THE COMMERCIAL CAR JOURNAL

Entered as second-class matter at the Post Office at Philadelphia, Pa., under the act of March 3, 1879

VOL. XXIX PHILADELPHIA, AUG. 15, 1925 No. 6

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Published the 15th of each month by

CHILTON CLASS JOURNAL COMPANY

Chestnut and 56th Streets Philadelphia, U. S. A.

C. A. MUSSELMAN, President J. S. HILDRETH, Vice-Pres. and Director of Sales

A. H. VAUX, Sec'y and Ass't Treas. H. J. REDFIELD, Treasurer

Owned by United Publishers Corporation, 239 West 39th Street, New York; CHARLES G. PHILLIPS, President; A. C. PEARSON, Vice-President; FRITZ J. FRANK, Treasurer; H. J. REDFIELD, Secretary.

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SUBSCRIPTION RATES

United States and Possessions	$2.00
Canada	3.00
Foreign	4.00

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Stewart-Warner

HORNS

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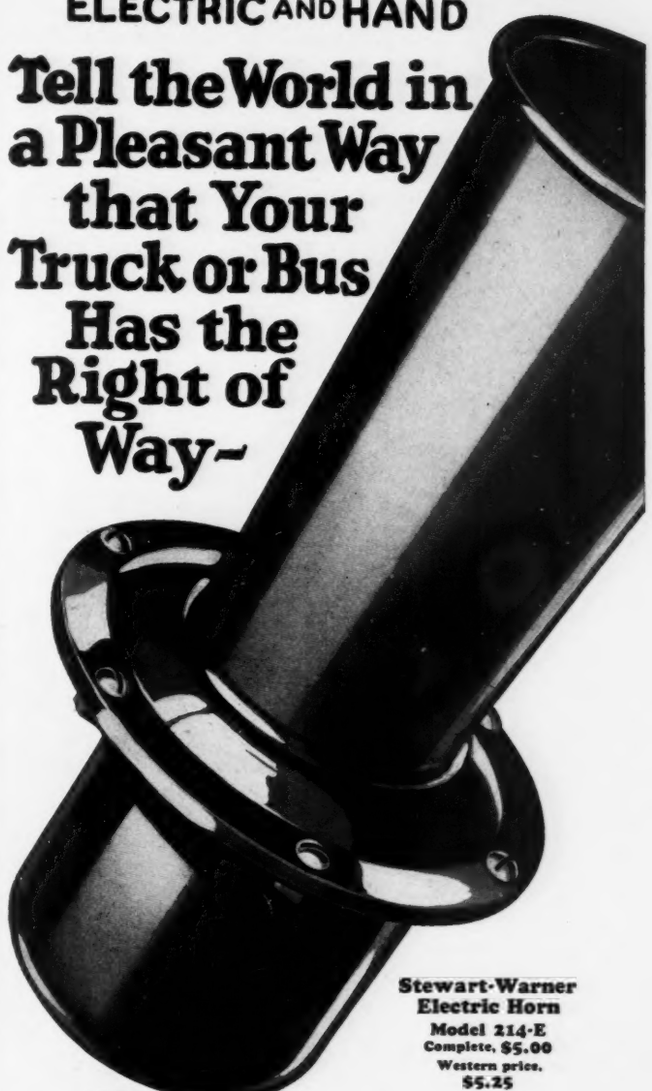
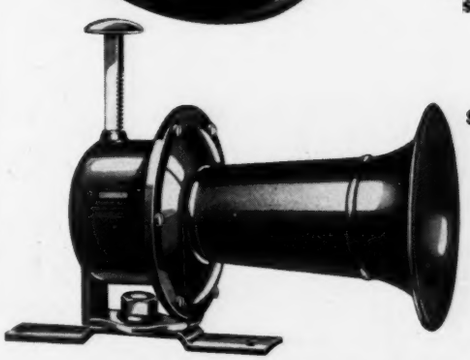
Tell the World in a Pleasant Way that Your Truck or Bus Has the Right of Way—



Stewart-Warner Electric Horn
Model 214-E
Complete, $5.00
Western price, $5.25



Stewart-Warner Horn
Model 114-A
Complete, $5.00
Western price, $5.25

Model 115-A
with short bell. Specially suitable for use on trucks or motorcycles.
Complete, $5.00
Western price, $5.25

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143 American Trucks use Timken Bearings

21 European Trucks use Timken Bearings

65 Trucks use Timken Bearings in every one of these locations:–

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Differentials
Pinions or Worms
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